SESSIONAL PAPERS.

VOLUME VI.—PART IV.

THIRD SESSION OF THE SECOND PARLIAMENT

OF THE

PROVINCE OF ONTARIO.

Session 1874.

HUNTER ROSE & CO.,
PRINTERS, TORONTO.

1091353

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No. 5..... Report of the Senate of the University of Toronto for the Academic Year 1872-73. (*Not printed.*)

No. ..... Detailed Statement of all Bonds and Securities recorded in the Provincial Registrar's Office, since the last return submitted to the Legislative Assembly upon the 13th of January, 1873, made in accordance with the provisions of Statute of Ontario, 32 Vic., Chap. 29.

No. 11.. Statement of the affairs of the Toronto Life Assurance and Tontine Company, for the year 1873. (*Not printed.*)

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No. 23..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a Return showing,

1. The names of the several Railways to which moneys have been granted under the Railway Aid Act, and the Railway Subsidy Act.
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House copies of all correspondence and agreements between the Gover ment and the Canada Car Company.

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5. The names and residences of all Contractors upon said works, and persons employed by the Government to carry out the same.
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No. 35..... Return of correspondence and papers relating to the application of the Hamilton and North Western Railway Company for aid.

No. 36..... Return of correspondence and papers relating to the Cobourg, Peterborough and Marmora Railway, and Mining Company, subsequent to that printed in Sessional Papers of 1873.

No. 37..... Return of papers relating to the application of the Victoria Railway Company for aid.

No. 38..... Return to an Address to His Excellency the Lieutenant Governor praying His Excellency to cause to be laid before the House, a Return showing the number of the various lots, concessions and townships which have been located in the Free Grants Districts during the years 1872 and 1873, giving the names of the locatees with the dates of settlement; the Return to show whether or not said lots have been abandoned by such locatees. (*Not printed.*)

No. 39..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a Return shewing the names of all persons who relinquished the Timber Berths purchased by

them at the Government sale in the fall of 1872 ; the amount forfeited by each purchaser ; the amount of purchase money, if any, returned to each purchaser, and the number of the several berths, sold at any subsequent sale ; the names of the purchasers and the price paid therefor.

No. 40..... Report of George T. Denison, Special Commissioner of Immigration to Great Britain, on his mission to England ; and on Mr. Arch's visit to Canada.

No. 41..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, Copies of all correspondence, if any, between the Government of the Dominion and the Government of this Province, since the first July, 1867, respecting the Monument of the late Major-General Sir Isaac Brock, at Queenston, and the lands connected therewith ; and a statement of the amount expended by the Province of Ontario upon such monument and grounds.

No. 42..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, petitions and correspondence in connection with charges made against Augustine McDonald, P.L.S., Superintendent of Drains in the Townships of Raleigh and Tilbury East ; also, copies of instructions given to the Commissioner appointed to investigate said charges, of the evidence taken by said Commissioner, and his report thereon. (*Not printed.*)

No. 43..... Return of correspondence and papers relating to the London, Huron and Bruce Railway, subsequent to that printed in Sessional Papers of 1873.

No. 44..... Return of correspondence and papers relating to the Midland Railway, subsequent to that printed in Sessional Papers of 1873.

No. 45..... Return of correspondence and papers relating to the Montreal and City of Ottawa Junction Railway Company, subsequent to that printed in Sessional Papers 1871-72.

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No. 50..... Return of correspondence and papers relating to the Grand Junction Railway, subsequent to that printed in Sessional Papers of 1871-72.

No. 51..... Return of correspondence and papers relating to the application of the Pacific Junction Railway Company for aid.

No. 52..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, copies of the various reports of Land Valuators in the different counties of the Province, together with the names of valuators appointed in the different counties, with the dates of their several appointments and discharges ; and a statement of the

various sums paid to such valuators, and copies of the accounts furnished by them to the Department for services rendered.

No. 53..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, A Statement showing the income and expenditure of the Provincial Government for the year 1873, and from what sources such is derived.

No. 54..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before this House, A Return showing the number of Civil and Criminal cases entered for trial at the several Assizes throughout Ontario, since 1870; and showing the number of cases tried and the number of remanets and criminal causes left over at each Assize; distinguishing between County Court cases and Superior Court cases.

No. 55..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency that he will cause to be laid before the House, a Return shewing the names of all Railway Companies which have not complied, either in whole or part, with the conditions of Orders in Council ratified by the House.

No. 56..... Return to an Address praying His Excellency to cause to be laid before the House, a Return shewing the names of all persons appointed to any Office, either temporary or permanent, since January 1st, 1873; the date of their several appointments, and the salaries or emoluments attached therero.

No. 57..... Annual Report of the Council of the University College of Toronto. (*Not printed.*)

No. 58..... Orders in Council relative to the Railway Aid Fund.

No. 59..... Orders in Council relative to the Railway Aid Fund.

No. 60..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, copies of all rules, regulations and instructions, issued by the Council of Public Instruction for the guidance of Teachers, Trustees, and Inspectors, and all other rules, regulations and instructions passed by the Council of Public Instruction for the purpose of carrying out the provisions of the School Law, and the dates when they were passed. (*Not printed*)

No. 61..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House,—

1st. Copies of all correspondence between the Inspector of Schools for the County of Peel, to and from Dr. Ryerson, Chief Superintendent of Education, or to any other person in the Education Office, at Toronto, relating to taking a number of lots from School Section No. 6, of Albion, and attaching the same to Union School Section, No. 13 Albion, and 20 King.

2nd. All correspondence in Dr. Ryerson's possession, from the trustees of School Section No. 6, and 13 Albion and others (if any) relating to the same.

3rd. The Chief Superintendent's decision of the 7th of October and of the 18th of November respectively.

4th. All correspondence between the Inspector of Peel, Mr. McKinnon, to the Inspector of North York, Mr. Frotheringham, and Mr. Frotheringham to Mr. McKinnon, now in their possession, which has not been sent to the Education Office, including a protest signed

by George Jones and placed in Mr. Frotheringham's hands, as chairman of a meeting held last December at Bolton Village, also Mr. McKinnon's to any other person.

5th All affidavits relating to the above, now in Dr. Ryerson's possession, particularly sworn to between the 7th of October and the 18th of November; also, the affidavits since made and now in his possession.

6th. The said copies to commence at the 1st of September, 1872, and to end with this date. (*Not printed.*)

No. 62.... Return of correspondence and papers relating to the North Grey Railway, subsequent to that printed in Sessional Papers of 1871-72.

No. 63..... Return of correspondence and papers, relative to the application of the Omemee, Bobcaygeon and North Peterborough Railway Company for aid.

No. 64..... Return of correspondence and papers relating to the application of the Canada Central Railway Company for aid, subsequent to that printed in Sessional Papers of 1871-72.

No. 65..... Return of correspondence and papers relating to the application of the Ontario Central Railway Company for aid.

No. 66..... Return of correspondence and papers relating to the Ottawa, Vaudreuil and Montreal Railway Company, subsequent to that printed in Sessional Papers of 1871-72.

No. 67..... Return of correspondence and papers relating to the Merrickville and Westport Railway Company, subsequent to that printed in Sessional Papers of 1871-72.

No. 68..... Statement of the affairs of the Ontario Mutual Life Assurance Company for the year 1873. (*Not printed.*)

No. 69..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before this House, Copies of Papers, Petitions, Engineer's Report, and of all Correspondence referring to the improvement of the Grand River.

No. 70..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before this House, copies of all correspondence in reference to proposed improvements in the Nation River; also, copies of reports of surveys, together with the cost thereof.

No. 71..... Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a return of all the correspondence between the Government and Mr. *Stone*, his attorney and agents, and all correspondence between the Government and its solicitors and agents, at *Guelph*, relating to the Agricultural Farm at Guelph, except as to the title; also all other correspondence between the Government and any other person, in reference to the said farm.

REPORT

OF THE

Commissioner of Crown Lands

OF THE

PROVINCE OF ONTARIO,

FOR THE YEAR 1873.

Printed by Order of the Legislative Assembly.

Toronto:
PRINTED BY HUNTER, ROSE & CO., 86 & 88 KING ST., WEST.
1874.

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REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO,

FOR THE YEAR ENDING 31ST DECEMBER, 1873.

To His Excellency the Honourable JOHN CRAWFORD, *Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit to Your Excellency the following report of the proceedings, transactions, and affairs of the Department of Crown Lands for the year ending the 31st December, 1873.

CROWN LANDS.

There were sold during the year 98,715 acres of land. The sales amount to $126,509, and the collections to $189,665.

CLERGY LANDS.

There were sold of the Clergy Lands during the year, 33,448 acres. The sales amount to $58,078, and the collections to $150,127.

COMMON SCHOOL LANDS.

There were sold of the Common School Lands during the year, 4,908 acres. The sales amount to $11,294, and the collections to $73,766.

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands during the year, 13,244 acres. The sales amount to $19,495, and the collections to $19,754.

The unsold lots in the town plots of Port Albert, Wingham, Cranbrook, and Fordwich, in the County of Huron, and those in the Counties of Stormont, Dundas, Glengarry,

Prescott and Russell. were sold during the year, at public auction, by an officer of the Department, who also settled on the spot many conflicting land claims, and realized good prices for the lands sold.

FREE GRANTS.

There were open for location under the "Free Grants and Homestead Act of 1868," at the commencement of the year, 59 townships, and 18 others had been appropriated, making a total of 77. Ten of the appropriated townships, viz., Morrison, Wood, Brougham. Brudenell, Griffith, Mattawatchan, Lyndoch, Raglan, Radcliffe, and Sebastopol, were opened for location during the year, and six new townships were appropriated, viz., Mattawa, Oliver, Neebing, Paipoonge and portions of Blake and Crooks. Total number of townships now open for location, 69, and appropriated, but not now open for location 14, making in all, 83. 757 locations were made during the year, on 100,603 acres of land, and 5,038 acres were sold to 79 locatees during the same period.

Three hundred and eighty-three locations made in former years were cancelled during the year 1873, for non-performance of settlement duty, and the lands have been re-located to other parties. (*See Appendix* No. 14.)

WOODS AND FORESTS.

The total accrual of the year from timber dues, ground rents, and bonuses, is $568,725 33.

The total collection during the year of timber dues, ground rents, and bonuses, is $353,811 65.

The amounts given as accrual and collection do not include payments received during 1873, on account of the sale of Lake Huron timber berths, held in October, 1872, which are as follows, viz.:

Bonuses collected since 1st January, 1873.	$275,100 25
Ground rent for season 1872–73, which formed part of the total of the sale	7,662 00
Interest collected	7,150 36
	$289,912 61

This added to the normal collections, make the total collections for 1873, $643,724 26.

The amount still due on the sale, after deducting $50,186 from the total for 13 berths, in respect to which the purchasers failed to comply with conditions of sale, is $33,737 15. $11,398 50 of the above was paid at the close of December, 1873, too late to appear in collections of the year. The payment reduces the balance actually due to $22,338 65. This, with the exception of some $8,000, (which may be considered doubtful,) it is expected will be collected next year with interest. A detailed statement of the sale of October, 1872, will be found on page 51 of the Appendices.

It may be noted in this connection, that, so far, no timber has been cut since the sale on any portion of the territory disposed of.

Square timber and sawn lumber have not been in active demand during the year just closed. Shipments of the former at Quebec have been comparatively limited, on account

of high freight, caused by the arrivals of seagoing tonnage being much less than in previous years. The scarcity of vessels is attributed to the great loss of shipping, in consequence of the severe storms which prevailed on the Atlantic and on the coasts of Britain throughout the winter of 1872–73. The result is that the stock of timber wintering over, measured and unmeasured, at Quebec, is greatly in excess of that on hand last year.

The sawn lumber trade in the United States has been, throughout the whole shipping season of 1873, in a very depressed condition; and, as the entire product of the saw mills in Ontario, with the exception of what is used for home consumption, is destined for the American market, the effect has been that shipments from the Province have been generally unprofitable to shippers, the natural consequence being that operators in a position to do so, have held on hand large stocks of lumber.

It is anticipated that owing to the difficulty of obtaining money from the banks, and the large stocks of timber and lumber of 1873 now held over, the operations of season 1873–74 will be much less than in 1872–73. It is, therefore, confidently expected that the curtailed production will have the effect of speedily restoring the markets to a healthy tone, and that remunerative prices will be obtained. (*See Appendix* No. 10.)

CROWN SURVEYS.

The surveys for which instructions have issued during the past year, are the townships of Neepigon, Dorion, Sibley, Pic, and Oliver, on Lake Superior; Victoria and Plummer, on Lake Huron; the town plots of Mattawan and Clarkville, and the townships of Brown, Nipissing and Burns, and an exploration line from the township of Chaffey to the mouth of the River Mattawa, in the Huron and Ottawa territory. Instructions were also issued for an examination to ascertain the extent of timber trespass on the unlicensed tracts of the Crown on the north shore of Lake Huron. The report thereon will be found in the Appendix.

The surveys completed and closed during the year, are the townships of Blake, Crooks, Pardee, Neepigon, Dorion, and Victoria, the townships of McKenzie, Carling, Effingham, Lyell, and parts of Fergusson, the town plot of Mattawan, and the road line from Pigeon River to Fort William and Prince Arthur's Landing, and thence to Black Bay. Reports of those surveys not printed in the annual reports of the Department, will be found in the Appendix.

Municipal Surveys.

The municipal surveys for which instructions have issued during the past year, under the authority of Act 22 Vic., cap. 93 of the Consolidated Statutes of Canada, are enumerated in Appendix No. 20. These surveys are made on the application of the council of the corporation of the townships and on the application of the county councils. If the object of the party applying is to have monuments placed at the angles of lots, the application must be made by the council of the corporation of the township, in accordance with the 11th clause of the above cited Act; but, if the survey is intended to define a concession line, or part of a concession line, the application must be made by the county council, in compliance with the 6th clause of said Act.

Mineral Lands.

The demand for mineral lands on the north shore of Lakes Superior and Huron, and in the vicinity of Lakes Shebandowan and Kashabowie, has resulted in the sale of 22,029 acres in that unsurveyed portion of the Province, the applicants furnishing plans, field-notes and descriptions of each location by a Provincial Land Surveyor, in accordance with the provisions of the Act relative to mining, 32 Vic., cap. 34, sec. 9, and subsections 1 and 2, and sections 10 and 11. In the surveyed townships in the districts of Thunder Bay, and Algoma, the quantity of mineral lands sold is as follows :—

In the township of	McTavish	480 acres.
Do	McGregor	1,611½ do
Do	McIntyre	470 do
Do	Neebing	7,205 do
Do	Paipoonge	3,801 do
Do	Blake	5,008 do
Do	Byron	6,136 do
Do	Crooks	7,848 do
Do	Pardee	6,361 do
Do	Prince	480 do
	Total	38,920½ acres.

The surveys furnished by applicants for the purchase of mining locations in the unsurveyed territory lying to the north of Lakes Huron and Superior, owing to their isolated positions, and to the expense of connecting them with well defined points, are not very reliable; but where a number of those mining tracts have been taken up adjoining each other, and a further demand for mining locations in the vicinity shown, it has been considered necessary to erect them into townships, and to have them surveyed accordingly. Such has been the case with the townships lately surveyed in the vicinity of Thunder Bay, Lake Superior.

Collections and Revenue.

The total collections in the Department during the year amount to $1,121,264 46, of which $870,155 87 may be considered as revenue. (*See Appendices* No. 7 and 9.)

Disbursements.

The total amount disbursed by the Department during the year, is $294,885 31. (*See Appendix* No. 13.)

Colonization Roads.

The total expenditure on account of Colonization Roads during the year, is $147,076 72, including the sum of $1,500, paid in by certain municipalties, the particulars of which are mentioned in Appendix page 18.

Respectfully submitted,

T. B. PARDEE,
Commissioner.

Department of Crown Lands,
Toronto, December 31st, 1873.

APPENDIX

TO THE

Report of the Commissioner of Crown Lands,

FOR THE YEAR 1873.

REPORT

ON

COLONIZATION WORKS

IN ONTARIO,

FOR THE YEAR 1873.

Hon. T. B. Pardee,
Commissioner of Crown Lands.

Sir,—I have the honour to report to you the operations of the Colonization Roads Branch of your Department during the year 1873.

The Legislature of this Province having at its last session voted the liberal sum of $146,300 to be expended on roads and bridges in the more newly settled sections and townships of Ontario, arrangements were made early in the spring season of the above year for the judicious expenditure of the above sum.

For this purpose the former sphere of operations has been enlarged, and now extends northwards so as to embrace a large portion of that valuable and interesting portion of Ontario commonly denominated the Thunder Bay Territory.

One result of this extension will be the development of a large section of good agricultural land lying between the Kaministiquia and Pigeon Rivers, and contained within the Townships of Blake, Pardee and Crooks.

Before proceeding further with this Report, I beg to state that some discrepancy will appear with reference to the respective amounts voted for certain works, and the expenditure made thereon, some exceeding and others falling short of the sum voted therefor.

This result has been owing to various reasons occasioned by casualities unknown when the estimates were made.

In the cases of excessive expenditure, those works were either found to be necessarily of greater cost than at first surmised, or information had been received during the progress of the works, that they were of so much practical importance to public interest and convenience, as to justify an extension of the improvement.

I have also to remark that generally the prices demanded this season by labourers for wages, exceeded the sum paid last year by about twenty per cent.

In the cases of diminished expenditure, it was found impossible in some instances to procure a sufficient number of labourers to compass the whole of the improvement projected.

The improvements of this year may be classified as follows :—

New roads—Under Specification, No. 1.	New bridges.
New roads " " No. 2.	Repairs of bridges.
Repairs of roads.	Locations of roads.

With the above preliminary observations, Sir, I now proceed to lay before you a detailed statement of the various works effected during the season of 1873, as follows :—

NORTH DIVISION, THUNDER BAY ROADS.

1. Black Bay Road.

Twenty miles of this road were contracted to be built by Messrs. Sutherland & Co., of St. Catharines, for the sum or $625 per mile under specification, No. 1, their tender for the same being the lowest out of many received.

This is a line of communication laid out from Prince Arthur's Landing, on Thunder Bay, to a point on Black Bay.

The difficulties of distance and procurement of labourers, it has been alleged, rendered it impossible for the contractors fully to complete their contract.

Of the twenty miles undertaken sixteen and a half have been opened on which the gross sum of $8,662 50 has been paid, the amount of $100 per mile having been withheld on account of deficiencies in the work.

2. Pigeon River Road.

This line leads from the westerly boundary of Fort William Town Plot on the Kaministiquia River in a southwesterly direction to the intersection of Pigeon River, the national boundary between Canada and the United States, thirty-four miles.

The primary object in opening this line has been to facilitate the international mail communication between Duluth and Fort William. The contract for opening this line as a cheap winter road was made with John Carroll, Esq., his tender being the lowest out of several received for the work.

Mr. Carroll had three parties employed upon the work, at different points along the line, working towards each other, and had contemplated uniting the work of each party so as to complete the whole line ; he was prevented from fully accomplishing this by the difficulty of procuring sufficient labourers, and the fact of the winter season settting in unusually early.

He had opened, at the date of the last examination, about twenty-five miles of road.

The Inspector found certain deficiencies to exist in parts of the work, and an amount equivalent to the same has been retained. Mr. Carroll has been paid on account $6,600.

I may also add, that a contract has been effected with Mr. J. Carroll, to bridge the Kaministiquia River at a point just above Point de Meurons.

This site has been carefully selected, and is considered to be the most eligible one, on the whole, that can be found within any reasonable limits, for the line of the Pigeon River Road, being at the head of navigable water on the Kaministiquia River. Although a bridge of considerable length will be required here, the water is apparently currentless, and certain natural features above the site will contribute to the safety of the structure against large masses of floating ice or timber. There has been paid on account of this bridge, $365.

Fort William Road.

This road leads from Prince Arthur's Landing to Fort William Town Plot, a distance of five miles and fifty chains.

A considerable portion of the easterly part of this road passes through a boggy swamp which it was found impossible to avoid. The material of the swamp consists of moss and fibrous muck varying in depth from two to five feet. Wide and deep ditches were opened on either side of the road, but no substantial material could be obtained at any depth in many places to form a compact roadway.

Necessary steps have, therefore, been taken for the transport of gravel to convenient places of deposit, on the above section of this road, which it is intended to distribute during the ensuing season over the whole surface of the roadway, when the road-bed shall have become compact enough to retain the same.

This road is intersected by two streams, which empty into Thunder Bay, between the Village of Prince Arthur's Landing and the Fort William Hudson Bay Company's post, called respectively, Prince Arthur's and McIntyre's Creeks.

Contracts have been arranged for the bridging of these two streams during the current winter, with good, substantial and commodious bridges.

There has been expended on account of this road, exclusive of bridges, $5,193.75.

SAULTE STE. MARIE ROADS.

Great Northern Road.

Improvements have been continued on this line, extending from the Barr River to the Thessalon River, the present southerly terminus of the Great Northern Road, a distance of twenty-one miles. The improvements have consisted of renewals of bridges and culverts, log and brush bases, for road bed, well covered with clay, and drainage.

In connection with the general road improvements, Root River Bridge has been rebuilt and made permanently good at a cost of $220.

The total expenditure upon the road, including the above amount on Root River Bridge is $2,021.64, of which amount, $1,592.93 has been paid on account.

Root River Road.

The portion of this road, rudely opened last season, has been made good from the town plot of Sault Ste. Marie towards Root River, a distance of about three miles. This part of the road passes through swampy and wet land, and required much drainage to render it sufficiently dry for summer travel. The expenditure on the above distance is $988.25.

Base Line Road.

This is a road commenced this year to be opened from the intersection of Salter's Base line with the Korah Road, westward on the said line to Lake Superior, on the south flank of Gros Cap Hill. It has been opened from the starting point as far as the commencement of the boundary between Prince and Parke, about four miles.

The expenditure of the season is $988, of which $800 has been paid on account.

Returns not yet completed.

Mail Track.

This was a preliminary work done in the fall of 1872. It consisted of clearing a track from Fort William to Pigeon River, six feet wide. The line was alleged to have been marked out by Provincial Land Surveyor Wilson, and the work alluded to, of clearing the above track, is reported to have been done in rather an imperfect manner.

$200 have been paid on account thereof.

The above comprise all the works of the season of 1873, in the Algoma District; the total amount paid thereon being $24,037.43.

WEST DIVISION.

Northern Road.

The works on this road consist of an extension of the same from the terminus of last year, at Maganetawan River, in the Township of Croft, northward through the Township of Ferrie, a distance of eight miles.

This work was let by contract, on Specification No. 1, at $500 per mile. The contract has been completed, and the road satisfactorily built over the whole distance.

A large tract of good land for agricultural purposes, in the latter named township, has been developed by the extension of this road this season.

Total cost of this work, $4,000.

Besides the construction of the road, as above stated, the Maganetawan River has been bridged under a separate contract.

The crossing has been effected at a point where a small island divides the stream, and which intersection is approached by a favourable and gradual slope of the southerly bank of the river.

Two bridges were necessary. The one a plain hewn log pier bridge, built substantially on hewn pine, dovetailed piers, loaded with stone, strengthened with Corbel beams, and guarded with braced handrail.

The second and main bridge is a substantial and well-finished Queen Post Truss Bridge.

The main span is sixty feet wide, with double trimmer beams, and four coarse chords well ironed and railed. Water piers loaded to top with close-packed stone.

The two structures have been built for $1,000.

Total cost of all the works under these contracts is $5,000.

Besides the above contract work, repairs have been made on the southerly part of this road to the extent of sixteen miles, reaching from Parry Sound Village to McKellar Post Office. These repairs have cost $989 23, on which there has been paid on account $958 77.

North West Road.

This road has been extended to an additional five miles this season, under contract on Specification No. 2, for the price of $225 per mile. Cost of the five miles, $1,125.

Junction Road, No. 1.

This is a cheap line of road, built expressly for the purposes of actual settlement.

The line was located in the year 1870, and five miles of the westerly end were opened during that season. The improvement then remained stationary until the past year of 1873, when the remainder of the line—altered somewhat in its location at the easterly end to meet the road built under the direction of the Public Works Department in Ryerson—was completed

The length of the whole line, as now completed, is seventeen miles thirty chains,

It forms the first direct connection between the Northern and Rousseau Roads, and will be a valuable auxiliary to promote further settlement.

The expenditure on the twelve miles and thirty chains constructed during the past year is $2,969 54.

Junction Road, No. 2.

Five miles of the westerly end of this road, built in 1870, were repaired the past season to the extent of the expenditure thereon, viz., $500.

The road over this section is now in a tolerably good state for travel.

Parry Sound Road.

Very little has been done on this important line of road this year. Towards the end of the season, owing to the extremely wet character of the weather, a portion of the mail route from Rousseau Junction to Parry Sound Village became almost impassable in consequence of certain deep mudholes.

A small appropriation to repair the same was made, amounting to $298.00, on which there has been paid on account, $250.

Rousseau and Nipissing Road.

After the operations of last season there still remained twenty-nine miles of this line to reach the located terminus of the road at Lake Nipissing.

As it was impossible without unwarrantable expenditure to carry on the work upon this road save from one point, viz., the northern terminus of the work of last year, and as it was extremely desirable for many reasons to effect a communication with the Lake settlement at Nipissing, this season, the plan was adopted to construct the road in the first place as a good winter road, and by such a course, and the employment of as large a gang of labourers as could be obtained or profitably worked, to hasten over the whole distance within the compass of the season.

Under a faithful and energetic overseer the above desideratum has been accomplished, and a superior winter road now exists from the termination of last year's work, all the distance, to a navigable stretch on South River where there is an excellent and safe harbour, distant from the lake about two miles.

The whole distance is therefore now opened between Lakes Rousseau and Nipissing.

This I account a most desirable and indispensible link in the internal communications of the great Ottawa and Huron territory, and although ten years have now elapsed since I first projected and urged upon the Government the vigorous opening of this line, it has been finally accomplished at a period when the rapidly advancing settlements all around have proved beyond a doubt its great importance. Already teams have arrived at Rousseau from Lake Nipissing, where one adventurer owns a farm and stock of no mean pretensions, having a clearance of upwards of one hundred acres and a considerable quantity of stock.

The expenditure on this road the past season is $7,644.80.

Rousseau Road Repairs.

Repairs have been made on the southern portion of this line, reaching from the junction near Lake Rousseau to the sixteenth mile. A good deal of filling, drainage, and stone clearance has been effected. The latter part of the season, however, having been almost constantly wet, and the travel upon the road constant and heavy, it was found impossible to produce and retain a firm roadway.

With regard to the condition and requirements of this road, I beg to refer you, Sir, to the concluding remarks of this report. The expenditure in repairs this season is $1,808.09.

Monteith and Perry Road.

This is a newly projected road, designed to facilitate the settlement of those townships through which it runs, viz.: Monteith, McMurrich and Perry, and is intended, when completed, to form a junction road between the Rosseau and Muskoka Roads. It commences at a point upon the former road about the centre of Lot No. 28, in concession A., Monteith, thence easterly 9¼ miles to Lot No. 25, in the 10th concession of McMurrich.

This road has been made in a superior manner compared with other winter roads.

The roadway proper has been grubbed and graded, not simply close cut, and levelled. The overseer also laboured under some disadvantage in having been directed to employ a number of Norwegian emigrants sent out from Toronto, who, being entirely ignorant of the kind of work required of them, were consequently unable to yield the same amount of labour as those acquainted with it.

The expenditure for the year is $2,335.59.

Cardwell Road.

This is a short piece of road partially made, running from the Rousseau Junction a few miles into Cardwell Township, to afford access to lands for the benefit of some Iceland emigrants settled in that vicinity. $200 has been paid on account of the work.

Lake Joseph Road.

A short distance of the northerly end of this road remained since last year to be completed, the contract for which was let at the rate of $220 per mile on specification No. 2.

The work has been satisfactorily finished. The length made this year under the above contract is three miles and fifty and a half chains, and the whole cost is $798.88.

Musquosh Road.

This road has been completed from the Musquosh Falls to its intersection with the Lake Joseph Road in Medora. The work has been done under contract at the rate of $200 per mile, the distance made being six miles and sixty-one chains, and the total cost thereof is $1,352.50.

Musquosh Bridge.

A very excellent bridge has been constructed this year across the discharge of the Muskoka River, at what is called the Musquosh Falls. The principal bay is ninety feet, which with the breadth of piers and approaches, forms a bridge of 202 feet in length.

The truss supporting the roadway across the main span is a queen post with four courses of double built chords, keyed and bolted and double corbelled. Timbers of white pine, sawn. The whole roadway is covered with three inch plank, eighteen feet long. Cost of bridge, $1,500.

A second bridge at this point, on the same road, is built over a saw-mill raceway. It is a simple structure, built with subsrantial log piers, and covered with three inch plank, length 198 feet, and cost $80.

Muskoka Road Repairs.

The upper part of this road, namely, from the twentieth mile post to the thirtieth extending from what is called the Long Swamp to East River Bridge, had fallen into much disrepair. The part denominated the "Long Swamp' had never been effectually drained. A discharge drain, ent this year by the overseer, has completely kept down the overflow, and rendered the road passable at all seasons.

The repairs have extended over ten miles terminating in the addition to, and repairs of, East River bridge in Chaffey.

The whole of the improvements made upon this road this season are highly satisfactory, especially in consideration of the very moderate amount expended thereon.

The total expenditure, bridge included, is $1,389.60.

Stisted Road.

This is a short road, opened from an angle of the Muskoka Road, near the intersection therewith of the Brunel Road, running northward, for the egress of actual settlers by a nearer route to Bracebridge, and also to promote further settlement in the Township of Stisted. The road has been opened some five miles, and the expenditure thereon is $1,314.60.

Muskoka and Bobcaygeon Road.

The extension of this cheap settlement road has been continued through the northerly part of Franklin towards its intended junction with the Bobcaygeon Road, from which it is now probably distant some three or four miles.

The road is constructed on specification No. 2. Six miles and a half have been completed this season, at a total cost $1,369.19.

Brunel Road.

A large amount of useful work has been done this season on this road. Seven and a half miles of the old road have been well repaired, and twelve and a half miles more have been added to its extension.

The road has now been opened twenty-one miles, and extends to within six miles of Bobcaygeon Road terminating upon Lot 20 in Franklin, between Trading and Peninsula Lakes. The total expenditure this season has been, $2,688.14.

Brunel Bridge.

Important improvements have been effected in this structure consisting of repairing defective foundations in the middle and east piers, raising the trusses with jack screws, and putting additional timbers to piers and filling all the water piers, to top with stone.

The bridge is now in a sound, secure state. Expenditure this year, $451,06.

Macaulay Road.

The works on this line have been continued this season to a point on the south branch of the Muskoka River, about one and a half miles below Trading Lake. The line has been generally rough and a good deal of difficulty has been experienced by the overseer in reducing the surface to a tolerable road-bed.

As the returns of this road are not fully completed. I am unable to give the exact distance of road made it will probably be in the neighbourhood of six miles.

The total expenditure on the works is $2,638.27, and the amount paid on account thereof is $2,568.73.

Dane's Road.

This is a road leading from Bracebridge in a north-westerly direction to a point opposite Dane's Island in Muskoka Lake.

The line has been roughly opened as a winter road. Its length, as worked over. is nearly fourteen miles.

The total amount expended on this work is $1,493.15. The municipality of Macau and adjoining townships furnished $500 of the above amount, and the Government of Ontario appropriated the additional amount.

Total expenditure upon the road this season, $1,493.15.

Oakley Bridge.

This bridge has been constructed on what is called the South Macaulay Road. Between three and four miles of the line have been roughly opened this year as a winter road, and an excellent bridge built across the south branch of the Muskoka River in Oakley, at the termination of the above distance.

The bridge is well and substantially constructed, and affords great convenience and much satisfaction to the settlers on the east side of the stream, who, ere this, were cut off from access to Bracebridge, except by a very circuitous route.

Total expenditure on bridge and road, $1,619.71.

Muskoka and Peterson Road.

This road being one of special importance to the settlers in Draper and Muskoka Townships, has been well improved throughout, from a point near Gravenhurst to the termination of last season's work, and forms now a good summer road for travel. The distance wrought over this season is about nine miles, and the total expenditure thereon is $2,139.07.

Monck Road.

This road has been completed this year. The distance wrought over lies between the Villages of Norland and Kinmount. The work is reported by the Inspector to have been substantially made.

Beside the length of new road made—seven miles—a bridge has been renewed near the intersection of the Cameron Road with the Monck Road at the Village of Norland, the outlay for which has been included in the expenditure herewith given, namely, $4,055.33.

Moore's Falls Bridge.

This structure spans the Gull River on the Cameron Road at Moore's Falls.

The work was begun in the fall of 1872, and was completed during 1873. The sum of $461.03 was advanced on the works in 1872, and the balance of cost—$912.48—has been paid this year.

Cameron Road.

This road has been completed to within four miles of the Village of Minden. Twelve and a half miles have been wrought over.

A good portion of the line has been difficult to construct, being excessively stony and broken.

The completion of this road to Minden will supply a very important link in the internal chain of communication with agricultural settlements in the northerly parts of the Counties

of Victoria and Peterboro'. It will enable the inhabitants to avail themselves of all the transport advantages of the Toronto and Nipissing Railway, as it already connects, as far as completed, the settlements in the former county with the Coboconk Station on the above railway.

The total expenditure on the road this year is $3,145.90.

Peterson Road Repairs.

These repairs have been conducted on two separate sections of the road. The first or west section from Doyle's Corners at the intersection of the Hastings Road to the Village of Combermere

The repairs on this section are reported by the inspector to have been judiciously made, and this portion of the road is now in a tolerable good condition for travel.

The distance of road repaired is about eleven miles, and the expenditure is $1,203.77.

The eastern section reaches from Combermere to the Opeongo Road, about fourteen miles. and there has been repaired of this distance this year twelve miles. Total expenditure, $933 71.

Burleigh Road.

This road has been repaired generally throughout its entire length, about forty-two miles. Of course these repairs have been somewhat superficial, owing to the great length of road passed over. The object has been to render the road passable throughout, and as considerable damage had been done through fires consuming crossways from the Monck Road intersection southward, a considerable portion of the repairs referred to consisted in renewing those structures.

The total expenditure on the road this year is $1,408.76.

Bobcaygeon Road.

Repairs have been made on this road from the Village of Minden towards the Peterson Road intersection, a distance of about ten miles, consisting of drainage, removing stones, repairing crossways, and raising the grade of the road.

Total expenditure, $912.02.

Buckhorn Road.

Contract work.

A contract was let early in the season to Mr. William Graham for the construction of the remaining unopened portion of this line, extending from the first concession of Glamorgan to the south boundary of the Township of Dysart—about eleven miles.

The contract was taken on specification No. 1, at the low sum of $395 dollars per mile.

Mr. Graham struggled with his contract, until towards the end of September, but on account of sickness, the difficulty of procuring labourers, and, more than all, perhaps, because of having taken the contract at a figure far below its actual worth, he formally resigned the work at the beginning of October, after having made about six miles of road, on which there has been paid the sum of $2,190.

Buckhorn Road Repairs.

2nd. An appropriation was made to complete this road as a good summer road from Hall's Bridge to the Township of Glamorgan, a distance of about twenty four miles.

This work has been conducted under an overseer. On account of the difficulty of procuring a sufficient number of labourers, he work did not proceed so rapidly as was desired, or as was necessary to complete the whole work during the season.

The south end of the road line, also, is of an extremely difficult character to form into a good road bed, being unusually rough and broken, and destitute of soil, alternated with marshy swamps.

The overseer extended his works to a distance of seventeen and a half miles, at a total cost $2,996 69.

EASTERN SECTION.

Methuen Road.

This road leading from the Chandos Road, through the centre of Methuen was commenced last year.

Five miles were completed last year by contract. Five additional miles were let this year also, on specification No. 2. These five miles have been worked over, but on inspection have been found to be deficient in the character of the work.

Paid on account $770.

Hastings Road.

Repairs have been made on this road commencing at McKillican's Corners, and proceeding in a northerly direction as far as to within two miles of L'Amable Lake, a distance of about fourteen miles.

The repairs upon this road consist of renewal and repairs of bridges and crossways, removal of stones, ditching, and general grading.

Total expenditure paid on account, $1.508\frac{33}{100}$.

Carlow Road.

This road has been completed to Combermere on the Peterson Road. The work commenced at the York branch of the Madawaska River, in the Township of Carlow, to which point the road had been opened in the year 1869.

The distance opened this year is twelve and one fourth miles.

The work has been examined, and is reported satisfactorily done, in conformity with Departmental specification No. 2, at a total expenditure of $2,313\frac{15}{100}$.

Mississippi Road.

This road has been extended from the western terminus of the eastern section thereof, towards the western section, which terminates near the town line of Mayo.

It was anticipated that the unfinished portion of the line would be completed this year.

The scarcity of labourers and a serious illness of the overseer towards the end of the season, prevented the work from being all accomplished.

This part of the Mississippi Road also, leading through the Township of Ashby, is exceedingly rocky and difficult of construction, rendering the work tedious and expensive.

There has been made this year on this part of the line eight miles of new road.

Two miles also, from the Addington Road intersection westward, have been repaired in connection with the above length of new road.

The returns are not yet fully completed.

There has been paid thus far on account of this work, $5,560.45.

Mississippi Repairs.

Six and a half miles of this road have been repaired from its southerly end at the easterly town line of the township of Palmerston, in a north-westerly direction.

The outlay on the work is $1,007.

Flinton Road.

This road has been repaired from the Addington Road intersection, (which is the northerly point of its commencement) over a distance of between seven and eight miles.

The expenditure on this portion is $761,52.

Further repairs were also made between Bridgewater Village and Flinton Village, the Government expenditure thereon being $250.

ADDINGTON ROAD.

A portion of this road between Cloyne Post-office and the head of Massanoga Lake has been repaired.

The distance wrought over is twelve miles, and the expenditure thereon is $1,048.41.

TAMWORTH ROAD.

Ten miles of this road have been opened as a fair Winter Road, reaching from a point north of Tamworth Village, about two miles into the Township of Kennebec.

Total expenditure thereon is $198.56.

FRONTENAC ROAD.

The Frontenac Road has been improved between the Gull River and the Mississippi River.

The bridge accross the Mississippi River has been substantially repaired within the above improvements, also two other bridges embraced in the distance alluded to.

Between five and six miles of the road have been repaired.

The total expenditure is $1,048.50.

HYDE CHUTE AND FRONTENAC.

This is a road connecting the terminus of the Frontenac Road at the Madawaska River with the Hyde Chute Bridge.

A small expenditure was made last year, (1872) to commence this work.

The road has been completed this year and its length is about eight miles.

The final account for this work has not yet been properly transmitted.

There has been paid on account $1,800.

HYDE CHUTE AND SANSON'S ROAD.

This road leads from the above Chute on the Madawaska River, eastward to the intersection of the Opeongo Road.

The whole distance is sixteen miles.

Formerly a road was located between the same points and constructed in a cheap manner. The location of this road, however, was so bad over two thirds of its length, and led the traveller over so mountainous a tract of country, that it has been mainly abandoned.

A new and comparatively level line of road, southward of the Renfrew and Addington Road, as the line above alluded to was called) was sought and found by the lumberers for the winter transport of their supplies, and this is the line that has been opened during the past season as the Hyde Chute and Sanson's Road.

The whole distance opened and improved this year is sixteen miles, and the total expenditure thereon is $2,883.

OPEONGO ROAD.

Some improvements have been made in repairing this road southward of the Peterson intersection. Five hundred dollars were appropriated for the above purpose.

The amount has been expended under an overseer in repairing crossways and filling mudholes, and general repairs, expenditure, $500.

OPEONGO ROAD (NORTH).

The northerly section of the Opeongo Road suffered great damage last spring and summer from fires, which consumed nearly all the bridges and crossways.

So great was the damage on account of the above fires, that all travel was, for the time being, stayed upon the road.

The Opeongo River bridge was also burned.

In the beginning of September instructions were given to an overseer to proceed with the inspector to the examination and repair of the road, and from that date to the close of the season, operations were vigorously proceeded with, and the road was rendered again passable, over a distance of thirty-eight miles.

Paid on account thereof, $4,200.

Donegal Road.

This is a short settlers road in the Township of Grattan.

Seven hundred and fifty dollars were appropriated for its improvement, under James Bonfield, Esq., as Commissioner.

The amount was expended under Mr. Bonfield's direction, by an overseer employed. No returns have yet been made of this expenditure. Total, $750.

High Falls Road.

One thousand dollars were appropriated for the improvements of this road. It lies in the vicinity of the above Falls, on the Madawaska River.

The overseer of the work not having yet fully completed his returns of the expenditure, no final report of the works has been received. Total expenditure, $1,000.

Palmer Rapids Road

Is another road skirting the Madawaska River. Five hundred dollars were appropriated for its improvement.

The work was commenced late in the season. Six and a half miles have been repaired. There has been expended on the works this season, $525.27.

Douglas and Eganville Road.

This road, as the title indicates, leads from the Village of Douglas, on the Bonnechere River, to Eganville, on the same stream.

The road is divided in its length from Douglas to Eganville by a terminus called "High Chute," where it crosses from the north side of the river to the south, and then proceeds on that side of the Bonnechere to Eganville—the whole distance being about twelve miles, over which partial repairs have been done, at a total expenditure of $1,085.17, on account of which, $1,000, the full appropriation by Department, has been paid.

Pembroke and Eganville Road.

An appropriation of seven hundred and fifty dollars was made to continue further improvements on this road.

The overseer reports about one and three quarters miles worked over, the greater part of which is new road, forming a deviation to obtain a better line.

Total expenditure this year, $770.34.

Algona and Hagarty Road (No. 1).

This road is reported to have been repaired over a distance of about three miles, and the expenditure thereon is $970 47.

This Algona and Hagarty road, leads through the Township of South Algona, in a north-westerly direction, into the Township of Hagarty.

Paid on account, $750.

Algona and Hagarty Road (No. 2).

Leading from Eganville westwardly, through Grattan and South Algona, to Foy's Settlement on the Opeongo Road. Two and three-fourth miles are reported to have been repaired, and the expenditure thereon is $1,029.53.

Paid on account, $750.

Pembroke and Mattawan Road

The work on this road is divided into three sections, called respectively, Nos. I, II and III.

The first section embraces that part of the line lying between Bernard Harvey's clearance and Deux Rivieres, a distance of eleven miles.

The second section reaches from the latter named point to a point northwestward, on the road eleven miles further; and the third section is comprised of the distance between the terminus of the second section and the Mattawan River, the northerly termination of the Pembroke and Mattawan Road.

The work on all these sections was performed under overseers, through labouring gangs employed by them. All the overseers on this road experienced in the fullest degree the difficulties hitherto spoken of, caused by the scarcity of efficient workmen, and the unusual high demand for service by those they were able to obtain. The extensive lumbering operations carried on last year in the Ottawa District, absorbed the employment of nearly every able-bodied man in the immediate country, at greatly enhanced wages.

Very large additions of cost have also to be accounted for from the unavoidable expense attending a long and difficult transport of supplies, and passages of labourers, necessarily brought in from a distance.

Section No. I, has been improved under the direction of an overseer. Seven and a half miles from the commencing point have been constructed as a good turnpike summer road, well ditched, grubbed and graded, cut out and cleared forty feet wide, graded sixteen feet, and well supplied with culverts. The balance, or three and a half miles more of this section needs grading only to be completed as the first part described. There has been paid on account, $6,300.

Section No. 2: Commences at Deux Rivieres, and extends northwestward 11 miles. This part of the line is exceedingly rough and stony, and has been incomparably difficult of construction. About five miles have been completed, and there has been paid on account $6,114.

Section No. 3: This section reaches as described, from No. 2, to the mouth of the Mattawan Village.

No final report of the work done on it has been, so far, received. From reports of progress I gather, that about three miles from the Mattawan have been carefully and expensively made, the surface being generally fixed rock and requiring blasting to reduce it, and broken stone to complete.

A considerable distance on this section has been cut out and improved as a winter road. The whole amount paid on account, is $3,600.

Crosby Road.

This is a short road leading from the Village of West-Port, in North Crosby, in a northerly direction into Bedford, &c.

Seven hundred and fifty dollars were appropriated for its repair and improvement.

An arrangement was made with the municipality for the expenditure of the above sum, and the amount was lodged with the Township Treasurer of North Crosby.

J. H. Whelan and John Korry, Esqs., were appointed commissioners to direct the work and expenditure.

Four miles of road have been constructed. Two hundred dollars were also added to the above $750 by the Municipal Council, and the total expenditure is $952.

Departmental expenditure $750.

Loboro' and Bedford.

One thousand dollars were appropriated to complete repairs on this road.

The final account of the expenditure on this road has been received, showing disbursements to the amount of $982 97, but no report showing the nature or extent of the work wrought has been yet transmitted to the Department.

Oso and Olden.

No final returns, or report of the work done on this road, are yet received.
There has been paid on account thereof, $895 15.

Victoria Road.

Some ten miles of this road have been repaired. Improvements commenced at the north-east corner of Eldon at Grass River, and were continued northward to the extent of the above distance.

They consist of the usual works, viz.: renewing and covering crossways, filling low places, removing boulders and stumps, cutting ditches and drains. The total expenditure this season is $714 69.

Explorations and Locations of Roads made during the season of 1873.

1. Exploration line from Fairy Lake Junction of Muskoka and Muskoka and Bobcaygeon Roads to the mouth of the Mattawan River.
2. Location of eight miles of Northern Road through Township of Ferrie.
3. Location of Musquosh Road to intersection of Parry Sound Road.
4. Location of Moon River Road from Lake Joseph Road to Georgian Bay.
5. Location of Lake Joseph Road from Foote's Bay to Parry Sound Road.
6. Location of Buckhorn Road from north boundary of Cavendish to Dysart Township.
7. Location of Methuen Road to Sandy Lake—five miles.
8. Location of Carlow Road from York Branch of Madawaska to Combermere.
9. Location of Pembroke and Mattawan Road from mouth of Mattawan to Deux Rivieres.

All the above Locations, excepting the first *two* and the last *one*, have been performed by the Inspectors.

Summary of all Works effected in 1873.

236 miles of new road made.
357 miles of roads repaired.
10 new bridges erected.
2 bridges repaired.

I have now the honour, Sir, in concluding this report to call your attention to what I consider a necessity with reference to Colonization Roads, and one which is very obvious to all who are practically acquainted with the circumstances surrounding them.

For the last three years, settlement, mining operations and the timber trade have so rapidly augmented, and the consequent use of many of our leading roads has so much increased, that the light repairs which may have been made from time to time upon certain roads, are entirely inadequate to maintain them in a travellable condition. Indeed in some instances the earth fillings, through immediate and heavy traffic, have proved a source of impediment rather than a benefit; and the road work which would have been sufficient for all the purposes of a sparse settlement traffic, has been, in some instances, worse than useless on account of the heavy transport now passing over such lines.

These facts simply prove that the time has arrived when a more permanent style of improvement is needed for the roads in question.

Where gravel of sufficiently good quality, and in adequate quantities, can be obtained within reasonable distances, the satisfactory improvement of these roads will not involve so very serious an outlay as might at first be anticipated.

It may also be remarked that on all the roads referred to for permanent improvements there will be portions, of greater or less length, where the land is high and dry and of a natu-

rally favourable character for a good road surface. These portions will require but a trifling outlay to render them equal in quality to the more expensively improved parts.

Where there is a difficulty in obtaining the material referred to, broken stone must be used, which will of course be more expensive; yet the roads, in such cases, will be benefitted by repairs of a still more permanent character.

I beg therefore, in view of the above facts to recommend that special grants should be made for the purpose of permanently improving, from year to year, a portion of the main leading roads, such, for instance, as those enumerated below:—

Rousseau and Nipissing Road.
Parry Sound "
Northern "
Monck "
Pembroke and Mattawan "
Muskoka "

And any others which may appear from time to time to demand like improvement.

Appended hereto is a summary of the total expenditure upon the various works enumerated in the foregoing report.

I have the honour to be,
Sir,
Your obedient servant,
J. W. BRIDGLAND,
Supt. of Col. Roads.

SUMMMARY OF EXPENDITURE ON COLONIZATION ROADS IN 1873.

North Division.

		$ ets.
1.	Black Bay Road	8,662 50
2.	Pigeon River "	6,600 00
3.	Great Northern Road	1,592 93
4.	Root River "	988 25
5.	Base Line "	800 00
6.	Pigeon River Mail Track	200 00
7.	Fort William	5,193 15
		$24,037 43

West Division.

8.	Northern Road	5,000 00
9.	Northern " Repairs	958 77
10.	North West "	1,125 00
11.	Junction " No. 1	2,969 54
12.	Junction " " 2	500 00
13.	Parry Sound	250 00
14.	Rousseau and Nipissing Road	7,644 80
15.	Rousseau and Nipissing " Repairs	1,808 00
16.	Monteith and Perry "	2,335 59
17.	Cardwell "	200 00
18.	Lake Joseph "	798 88
19.	Musquosh "	1,348 65
20.	Musquosh Bridge	1,500 00
21.	Race "	80 00
22.	Muskoka Road	1,389 60
23.	Stisted "	1,314 60
24.	Muskoka and Bobcaygeon Road	1,369 19
25.	Brunel "	2,688 14

26.	Brunel Bridge	$451 06
27.	Macaulay Road	2,568 73
28.	Macaulay " South End	306 00
29.	Dane's "	1,493 15
30.	Oakley Bridge	1,619 71
31.	Muskoka and Peterson Road	2,139 06
32.	Monck "	4,055 33
33.	Moore's Falls Bridge	912 48
34.	Cameron Road	3,145 99
35.	Peterson " (West)	1,203 77
36.	Peterson " (East)	933 71
37.	Burleigh "	1,408 76
38.	Bobcaygeon Road	942 02
39.	Buckhorn	2,190 00
40.	Buckhorn " (Repairs)	2,996 69
		$59,641 32

EAST DIVISION.

41.	Methuen "	770 00
42.	Hastings "	1,508 33
43.	Carlow "	2,313 15
44.	Mississippi "	5,560 45
45.	Mississippi " (Repairs)	1,007 00
46.	Flinton "	808 78
47.	Bridgewater "	250 00
48.	Addington "	1,048 41
49.	Tamworth "	451 30
50.	Frontenac "	1,048 50
51.	Hyde Chute and Frontenac Road	1,800 00
52.	" " " Sansons "	2,883 00
53.	Opeongo " (South)	500 00
54.	" " (North)	4,200 00
55.	Donegal "	750 00
56.	High Falls "	1,000 00
57.	Palmer Rapids "	525 27
		$26,424 19

58.	Douglas and Eganville Road	1,000 00
59.	Pembroke " " "	770 34
60.	Algona and Hagarty " No. 1	750 00
61.	" " " " " 2	750 00
62.	Pembroke and Mattawan " " 1	6,300 00
63.	" " " " " 2	6,100 00
64.	" " " " " 3	3,600 00
65.	Crosby "	750 00
66.	Loboro' and Bedford "	982 97
67.	Oso " Olden "	895 15
68.	Victoria "	714 69
69.	McLean Bridge	1,400 00
70.	Bracebridge Bridge	1,150 00
71.	Indian River "	564 00
72.	Hyde Chute " (Extra)	975 46
		$53,126 80

WORKS IN PROGRESS.

73. Clair River Bridge	500 00
74. McIntyre "	355 01
75. Prince Arthur's Bridge	300 00
76. Kaministiquia "	365 00
77. Transport of Gravel for Fort William Road	871 57
	$2,391 58

RECAPITULATION.

1. North Division	$ 24,037 43
2. West "	59,641 32
3. East "	53,126 80
4. Works in Progress	2,391 58
5. Balances of 1872	1,475 01
6. Contingent Account	912 95
7. Inspection and Location of Roads	4,681 90
8. Cash on hand for Contingencies	809 73
	$147,076 72

LEGISLATIVE AND MUNICIPAL GRANTS FOR COLONIZATION ROADS FOR THE YEAR 1873.

Legislative Grant		$146,300 00
County of Victoria for Burleigh Road	$350 00	
County of Victoria for Bocaygeon Road	250 00	
Several Townships for Danes Road	500 00	
Municipality of Muskoka for Bracebridge Bridge	400 00	
		1,500 00
		$147,800 00

EXTRACTS

FROM

SURVEYORS' REPORTS.

BROWN.

Situate in the Parry Sound District; surveyed into farm lots in 1872-3, by Provincial Land Surveyor A. B. Scott; contains 49,984 acres, including water and roads, as returned by the Surveyor.

The following is an extract from Mr. Scott's report:—

"This township is very much broken by rivers and lakes, as can be seen by the plan, and the land is generally of a very inferior quality. I did not meet in the entire area with more than ten or twelve lots which I could say were really fit for agricultural purposes; and, on the whole, I have no hesitation in reporting the township as unsuitable for settlement. On Noganosh Lake and Still River, there are a few patches of fair hardwood land, but the aggregate of the township is too rough and broken for farming.

"There is a tract of country, lying along the western boundary clear from south to north, comprising about twelve thousand acres, which has been overrun by fire. Towards the south-west corner of the township, there are a good many good green pines scattered through this brulé, but towards the north the timber through this tract has all been destroyed. The remainder of the township may be described as a pinery, pine being the prevailing timber. The pine in this township is small, and inclined to be scrubby and knotty, but it is to be found in such great quantities, that the township may be regarded as very valuable for lumbering purposes.

"Towards the north-east corner is a tract of about ten thousand acres, where the pine is too small to be of value in this section. Pitchpine, poplar and white birch prevail. I did not observe any indications of valuable minerals in the township. The prevailing rock is gneiss, and the soil is light and gravelly.

"The Maganetawan River flows through the south-west portion of the township. This is a large fine stream, and admirably adapted to the purpose of driving the timber from this and adjacent townships. A number of smaller streams flow into the Maganetawan, which can all be utilized for driving purposes.

"Still River, which flows through the northern portion of the township, is also large enough to be used for driving logs.

"Altogether, the lakes and streams will prove of inestimable value to the lumbermen who will operate in this section, affording them every facility in removing the pine which is so abundant in this township.

"Fish is very abundant in all these waters—bass and pickerel being the most plentiful. Deer also abound throughout the woods, but fur-bearing animals are scarce

CARLING AND WEST PART OF FERGUSSON.

Situate in the Parry Sound District; surveyed into farm lots in 1873 by Provincial Land Surveyor Francis Bolger. Carling contains 55,677 acres, and the portion of Fergusson surveyed by Mr. Bolger contains 15,482 acres, both areas including water and roads, as returned by the Surveyor.

The following is an extract from Mr. Bolger's report:—

"From a close examination during the progress of the survey, I consider there is a little over one third of the township of Carling fit for settlement. The larger part of the good land lies to the south of the line between concessions two and three, having Parry Sound as its southern limit. There are, however, some excellent tracts of land to be found in the more central parts of the township. The line between lots 25 and 26 may be said to be the dividing line between the good and the bad land. The tract of country lying to the west of this line, extending to Parry Sound on the south, and to the Georgian Bay on the west, is valueless.

"The timber met with in the hardwood sections is of the best quality. It consists of maple, birch, beech, elm and oak, with pine of very excellent quality largely interspersed throughout. The land where maple and birch are the prevailing woods is generally of a rich, sandy loam; where beech constitutes the principal timber, the land is of a gravelly or sandy nature.

"There are about sixteen settlers or squatters in the township. They have selected localities in the part originally known as the "Macdougall Extension." Many of them have made considerable clearings, and put up comfortable shanties. I have made surveys of their clearings, which I have indicated on the accompanying plan by a red tint. They raise very good green crops, such as potatoes, cabbages, turnips, and beet roots. There is not much grain as yet sown by them, but, I have no doubt, as soon as the north-west colonization road is extended into the township, so as to allow them a means of transporting their grain to the nearest market, (Parry Sound,) that it will be cultivated to a large extent. The farmer in that district can commence his spring work somewhat earlier than in other portions of the country, owing to the fact of the ground not being frozen to any depth. The snow falls early in the year, and covers the ground before the severe frosts set in. I found this to be of great advantage, as I was enabled to have the posts firmly driven into the ground.

"The part of the Township of Fergusson that I surveyed, has been to a large extent run over by fire, leaving only a border of about half a mile in width abutting on 'Long Lake' untouched. There is some excellent well timbered land to be met with here."

McKENZIE.

Situate in the Parry Sound District; surveyed into farm lots in 1872–3 by Provincial Land Surveyor A. B. Scott; contains 50,217 acres, including water and roads, as returned by the Surveyor.

The following is an extract from Mr. Scott's report:—

"About sixty per cent. of the land south of the Maganetawan River may be considered very fair agricultural land, consisting of sandy and clay loam, gently rolling, the heavier land being towards the westerly part of the township, the timber consisting of birch, balsam, maple, cedar, pine, hemlock, &c., with rocky hemlock ridges here and there. This tract of comparatively good land extends across the Maganetawan River at the east, as far as Deer River, and on lots twenty-six to thirty-one, nearly to the north boundary, and crossing it about lots twenty-eight to thirty-two. A tract of land near the north-east corner of the township consists of rolling sand, with rocky ravines through it, and timbered with black spruce, the largest of which is not more than eight inches in diameter. The balance of the township is generally rocky, and broken into small ridges, running generally in a north-westerly and south-easterly direction, timbered with hemlock, pine, balsam, birch, maple, &c., with here and there narrow valleys of hardwood land. A fire has extended over a portion of the township south of the River Maganetawan, from lots ten to twenty-nine, on concessions four, five and six, destroying the greater part of the timber.

"There is not a great amount of pine in this township, nor is it of the best quality, being rather small and inclined to be knotty. Still, lumbering operations have been carried on to some extent. On and near the north side of Washwaskesh Lake, we found three sets of unoccupied lumbering shanties.

"On the Maganetawan River there are several falls and rapids, but only some of these

giving sufficient power for mechanical purposes, and at these places the river is hemmed in by such steep banks, that it will be difficult to utilize the power. The outlet of Whitestone Lake, in the Township of Hagerman, is joined by a stream from the south-west, on lot number twenty-one, in the second concession, and forms a good sized stream. On it are two very good mill sites—provided the water maintains its present volume—both of about twenty feet fall, and both easily utilized, as the banks are low above the falls; the first is on lot number twenty, and the second on lot number twenty-seven, both in the fourth concession."

LYELL.

Situate in the county of Hastings: surveyed into farm lots in 1872–3 by Provincial Land Surveyor Thomas O. Bolger; contains 46,792 acres, including water and roads.

The following is an extract from Mr. Bolger's report:—

"The land features of this township are very marked and distinct. A block of hardwood extends along the south boundary, varying in width. In the south-west portion, it extends to the north a distance of two or three miles, while in the south-east it runs north a depth of four or five miles. The soil in this block is a rich loam. Some of the land is excellent, especially in the south-east quarter, where it is more free from stone. A good settlement exists about two miles south of Lyell, in the Township of Wicklow. The extensive lumbering operations carried on by Mr. Skead, whose depot is at Bark Lake, offer a great inducement to settlement in this quarter, as a good market would be had, and plenty of employment.

"Another hardwood block extends along the road lots of Lyell, and covers quite a portion of the north-west corner. A man named Dunn is settled on this block, having taken up lots 25 and 26 on concessions thirteen and fourteen. He is a very industrious settler, with a large clearing, and in the course of a few years has made for himself a comfortable competence.

"A very large portion of the township, in fact the whole heart of it, is unfit for any other purpose than lumbering. The surface is either very rough and broken by rocky ridges, or a low flat, with a sour soil, and, if possible, more stony than the higher land. It is covered with a dense growth of small balsam, spruce, birch, &c.

"The north-east quarter of the township has been fearfully ravaged by fire; the timber has been entirely destroyed. Large portions of it have been level flats, covered originally with red pine. This portion of the country is now quite unfit for anything.

"The township has been extensively lumbered over in all directions. Still a large quantity of pine remains, enough to keep lumbering operations in the township for many years. The timber is of a small average, and when found in large groves, of a very faulty description.

"Most of the lakes in this township are very small and insignificant, the only ones worthy of note being Moore's Lake and Cross Lake. The latter is a very straggling body of water, its outlet being so small as not to be available for lumbering operations.

"Moore's Lake and its outlet, Davis Creek, on the contrary, are very useful in driving lumber into the Madawaska.

"This latter fine stream flows through the north-east corner of the township, receiving as a tributary the Opeonga Creek. Of the Madawaska little need be said. Its banks are generally high and its waters deep, as in its passage through Lyell very few rapids occur. The river abounds with fine trout.

"The geological features of Lyell are similar to those of Sabine—the grey gneiss rock predominates, and indications of mineral wealth are wanting.

"I am of opinion that there is more land available for settlement in this township than in Sabine; still the amount is small, only about forty per cent. I think, as with Sabine, so with this township, that a good road would induce settlement.

SABINE.

Situate in the county of Hastings; surveyed into farm lots in 1872–3 by Provincial Land Surveyor Thomas O. Bolger; contains 50,891 acres, including water and roads, as returned by the Surveyor.

The following is an extract from Mr. Bolger's report :—

"With regard to the land in the township, I have to report that, with the exception of some hardwood tracts, it is of a very inferior quality. A good deal of the land along the Hastings Road, as far north as lot 70, is very tolerable, the soil being a rich sandy loam of a very fertile nature, but the surface everywhere inclines to be stony. This tract of hardwood extends west and south-west from the Hastings road, as shown on the timber plan, through this section a great many of the lots are fit for settlement.

"The timber here is chiefly maple, birch and beech, of not very large growth, with occasionally large pine scattered throughout. The south-eastern corner of the township has been considerably lumbered over for square timber, which was drawn a distance of twelve and fourteen miles to Bark Lake. There is a large tract of country of very inferior quality, so far as settlement is concerned, which stretches diagonally across the township from south-west to north-east, and which is covered chiefly with a dense growth of balsam, spruce, and small white birch, with a large quantity of white pine. In some places, this pine is sufficiently plentiful to form groves, as on lots 19 and 20, concessions 7, 8, and 9, and on side line 25 and 26, concessions 11 and 12; but, for the most part, it is scattered.

"This tract is not remarkably hilly, but is rough and scraggy in the extreme, and coming around to the southward of the hardwood tract above-mentioned, it reaches northward between the hardwood and the road. To the north-west of this rough country, there is a tract of better land which surrounds Hay Lake, and embraces the north-west quarter of the township. The timber through this is chiefly maple, beech, birch, and balsam, with some scattering pine. Some of the land is very fair; the soil in the flats and level tracts is very rich and fertile, but the ridges are for the most part stony.

"Altogether, I would say that not more than thirty per cent. of the land in this township is fit for settlement.

"The principal sheet of water in the township is Hay Lake, which empties itself into the Madawaska River. This lake abounds with very fine trout. It and its outlet will doubtless be used for the purpose of driving the logs and timber which will be taken out in the southern and western portions of the township. McKenzie Lake is the only other lake of any size, and it also empties itself into the Madawaska. Its outlet could also be utilized for driving logs. This lake is said to be without fish.

"The country presents no marked geological features. The rock is chiefly grey gneiss, and the soil is altogether a dark, sandy loam. I observed that the swamps were more stony than the uplands, a very unusual circumstance. I did not observe any indications of minerals, nor are quartz veins of common occurrence. Deer are scarce in this part, but fur-bearing animals abound.

"The only settler in the township is a man named Coughlin, who lives on the Hastings road, and occupies road lots 14, 15, 16 and 17. Settlers could do well in this part of the country, by picking out a good lot, and raising stuff for the lumbermen, who operate largely in the vicinity, and who give excellent prices for hay, oats, potatoes, &c., and the soil is well adapted to raising such produce.

"There is a large and increasing settlement in the townships south of Sabine and Lyell; also, a settlement to the north; and I am satisfied, were the road made passable into these townships, many settlers would come in.

VICTORIA.

Situate near the mouth of Spanish River, Lake Huron; surveyed into sections and quarter-sections in 1873 by Provincial Land Surveyor A. P. Salter; contains 24,747 acres, including water.

The following is an extract from Mr. Salter's report :—

"The Township of Victoria is similar in character to Salter which bounds it on the east. The surface is broken by several rock ridges, some of which are of considerable height, and ten lakes are embraced within its area.

"This township contains much good arable land, the soil being a fine sandy loam, resting on clay; but it has been terribly devastated by fire.

"Along the south-western and north-western limits, and on the margin of the Spanish

River, some good timber still remains, consisting of maple, birch, spruce, balsam, pine, and poplar, with a few white and red oak. One beech ridge, of 160 acres in area, was met near the centre line. This, with the exception of a few groves of red and white pine, constitute the whole of the timbered land; the remainder of the township is either a windfall, or covered with a thick second growth of poplar, white birch, and balsam. I estimate the area of timbered land at 4,600 acres, and the area of good arable land at 6,000 acres.

"Being so desirably situated as to navigation, and in close proximity to the Spanish River Mills, I entertain strong hopes that settlers will enter this township. Mr. William Gorrill has an improvement of ten acres on broken sections 38 and 39, with a good dwelling house and large frame barn erected thereon, and the cleared land is in a good state of cultivation. This is the only improvement at present in this township.

PIC.

Situate in the Lake Superior Mining district, surveyed into lots of 320 acres in 1873 by Provincial Land Surveyor, Hugh Wilson; contains 63,630 acres.

The following is Mr. Wilson's report:—

"To the Honourable T. B. PARDEE,

"*Commissioner of Crown Lands, Toronto.*

"HONOURABLE SIR,—In pursuance of the instructions issued by your department for the survey of the Township of Pic on the north shore of Lake Superior, I beg to transmit to you the following report, together with the plan and field notes of the survey:—

"Owing to the pressure of freight and passengers to Thunder Bay and Duluth at the early season of navigation, I was unable to get any of our steamboats plying on the north shore of Lake Superior to land me and my party at the Pic River, and I had to go on to Silver Islet, which I left with my party in a small boat for the Pic River, distant therefrom about 170 miles, after a delay of several days in consequence of a head wind and bad weather. On reaching there, and after storing my surplus supplies and camp equipage in one of the storehouses of the Hudson's Bay Company, I moved camp inland to the north-east angle of the Heron Bay Mining Locations, and after obtaining the latitude of the place by observations and a meridian, and the variation of the compass by an azimuth of the pole star, I proceeded with the survey.

PIC RIVER.

"The township is traversed by the Pic River, which flows in a mean southerly course through the centre of the survey, and which has an average width at or near its mouth and for four or five miles up of from eight to nine chains, and at the northern boundary about five chains. The bank of the river is composed of fine yellow sand which is banded with small seams of bluish clay, and rises in terraces to a height of 90 to 100 feet, rising abruptly on alternate sides of the river. Several land slides occur in the banks, shewing the alternate bands of fine gravel, clay and sand.

BAR AT THE MOUTH OF PIC RIVER.

"I made a careful survey of the Bar at the mouth of Pic River, and found it to be about 300 feet across with 8 feet of water on it. The bar falls with a steep grade into the mouth of the river into 25 feet of water, and on the outside with a somewhat easier grade into 16 to 20 feet of water. The water in the river is of a light muddy colour caused by the large amount of light coloured clay which it holds in suspension.

BLACK RIVER.

"Black River enters the township on the east boundary in concession No. 8, and meanders in a south-easterly course, and empties itself into Pic River about 2½ miles from its mouth. The stream is still and deep for about 2 miles up, at which distance rapids are met with. About one mile of the river is rapid with small chutes in which there are two

falls—one immediately west of the line, between concessions 5 and 6, of 40 feet, and the other a little lower down, of 60 feet. It has thence a gentle current up to the line between lots 2 and 3 in concession 8, where a rapid with small chutes occur giving a fall of about 12 feet in 300 feet.

"The river has an average width of 3 chains, and a depth of 10 to 15 feet, and it, in my opinion, carries about the same volume of water as the Pic River. The distance between the rapids by the river is about 10 miles, and I am doubtful that it can be navigated by even small steamers owing to the short bends and crooks in it. The banks of Black River on the south side are sand, and rise to a height of 100 feet along to the Falls, and on the north side, near the Falls, the bank rises in talcose slate ledges to about 200 feet, and above the Falls they are composed of sand, and average a height of 20 feet. Judging from the ice grooves in the trees along the banks of the river the water rises in the spring freshets to a height of 12 and 15 feet.

"The west branch of Black River enters the township in concession 2, and flows northerly round the spur of a granite mountain, and enters the township again in Lot No. 3, and then flows south-westerly and empties into Black River in lot No. 7 in concession 8. It is about 75 links wide and gently rapid in concessions 10 and 11, and it is only navigable for canoes to the point where it enters the township.

"The east branch of Black River enters the township in two streams in Lot No. 1, concession 3, each branch having a width of about 50 links, and abounding with speckled trout. These streams unite in lot No. 5, concession 4, and empty into Black River in location No. 10 of the Heron Bay Survey. This stream flows through a much lower line of country than Black River. It is gently rapid till it reaches lot No. 8, concession 4, where a rapid with chutes occur giving a fall of about 30 feet.

The Coast.

"The coast in front of concessions 7, 8 and 10 consists of sand and gravel banks which rise 30 feet, with flats of good land running about 1½ miles inland. The beach is composed of fine yellow sand for a distance of 1 mile west of the mouth of the Pic River, with drifting sand hills 30 feet high, which are fast drifting inland. The east of the coast is rocky and barren, and the timber nearly all destroyed by fire.

Description of Land in the Township.

"Concession 1 is broken with low rounded hills and ridges of talcose slate, sometimes rising 250 feet, with but small valleys of good land. The rocky range runs to the mouth of Pic River and then sweeps irregularly inland and attains a height of 400 feet, rising abruptly out of the valley of Pic River, and at the line between concessions 1 and 2 is 60 chains from the river, which is gently rounding. The beaches are sandy and swampy in places; the timber is mostly cleared off by fire; the west side of the Pic River in concessions 1 and 2 is also low rounded sand beaches for about 60 chains to the base of the mountain range, here the land is coverd with sparse, small, scrubby spruce, with openings in places of several acres.

Concessions 2, 3, and 4.

"Along the each branches of Black River, passing through these concessions, there is a belt of very fine land of an alluvial character for about ½ mile in width on each side of the streams to lot number 7. The rest is broken and rocky with rounded and high hills, separated by narrow flats and valleys of capital land to the Pic and Black Rivers. At the confluence of Black River with the Pic there is a red compact granite hill about 350 feet high, the top of which is rounded, and the country maintains that altitude for about 3 miles inland till it falls again into the valley of the east branches of Black River. Lots 12 and 13 in concession 2 on the west side of the Pic River have an average width from the river to the base of the mountain range ¾ of a mile, which is good land; it is about 35 feet above the river, somewhat swampy and mostly cleared by fires. The greater portions of lots 13, 14 and 15 and also 16, in concession 2, is on a rugged mountain from 400 to 500 feet high, which rises abruptly out of the valley of the Pic River

and falls again in the west with a steep and rugged descent to Lake Superior. The plot of land lying between Pic and Black Rivers is easy of access from either river, the banks being of moderate height and, I believe, the whole of it is good land. Lots 11 and 12 west of the Pic River, in concessions 3 and 4, are flat and swampy (but easily drained), from the river to the base of the Heron Bay Mountain, for a distance of about one mile, concession 5 is, with but little exception, a high, broken, rocky country, containing but little good land.

"Concessions 6, 7, and 8 consist mostly of good lands, particularly along the Black and Pic Rivers, but swampy and broken with deep narrow ravines and disconnected rounded rock hills.

"East of the Pic River the timber is mostly killed by fire, and fallen. In some places several acres may be found almost cleared and grown over with grass, in other places brushwood, consisting of poplar, birch, and in some places Norway and pitch pine and alder, have taken the place of the original timber. On the west side of the river the country is mostly covered with green bush to within about a mile of Lake Superior, where the country is again partly burnt—the timber remaining consists of birch, spruce, balsam, poplar and some cedar which grow among thick brushwood.

"Lots 4 to 12 in the 9th concession, and lots 11 and 12 in the 10th and 11th concessions, are mostly good lands, but broken as before with ravines and rock hills. The other portions of these concessions composing the north-east part of the township are rough, broken and mountainous country, burnt over on the east and to some extent on the west of the west branch of Black River. West of the Pic River in these concessions the country rises with clay and sandbanks to about 150 feet, when it maintains a generally level surface to within a mile of Lake Superior; it then falls with terraces of sand and clay, except lots 19, 20 and 21 in the eleventh concession, which lies on the south slope of a burnt, rugged, granite mountain. In this district there are large tracts of very fine land, but considerably broken by ravines and talcose slate hills and ridges. The timber in some places is very heavy, consisting of birch, poplar, spruce, tamarac and cedar, in other places light and sparse where the original forest has been killed by fire. The soil is a yellow sandy loam of a very rich nature.

General Remarks.

"The township contains an area of 63,630 acres, and has an air line frontage on Lake Superior of over 12 miles, and in view of future trade and settlement possesses great local advantages. By dredging the bar at the mouth of the Pic River it would afford an excellent harbour, easy of access and affording plenty of sea room, and from numerous soundings taken on the survey I consider it navigable for Lake Steamers almost throughout the township, and believe it will eventually become an important highway into the interior of the country.

"Peninsular Harbour, at the north-west part of the township, is easy of access in any weather; affords good shelter, and has excellent holding ground.

"Heron Bay also affords good shelter from all winds except from the south-west.

Valley of the Pic River.

"This valley will average from 1 to 2 miles in width on each side of the river, and consists of a rich alluvial yellow sandy soil. The surface is very much cut up by deep ravines, sand and clay banks and small streams, which gives the valley an uneven surface.

"At the mouth of the river the Hudson's Bay Company have a trading post, and although the soil here is very sandy, it produces good potatoes and other vegetables. The company sowed small patches of peas and oats last season, which both yielded very heavy crops.

"Black River Valley above the Falls attains an average width of 2½ to 3 miles, and abounds in terraces or beaches of a fine rich yellowish sand with thin strata of blue clay rising to a height of from 40 to 60 feet. The whole is considerably broken by ravines and disconnected rounded rock-hills composed of reddish fine grained granite, or a talcose slate. The west and east branches of Black River also contain large tracts of very fine

land, broken as before by rock-hills and ravines. The country in these valleys has been swept by fire at different times, and large tracts of it are almost cleared entirely of timber, and growing up with grass and brushwood. The north-west part of the township west of the Pic River contains large tracts of good farming land, and is easy of access either from the river or the lake shore.

"Considerable spruce and tamarac swamps occur in the valleys hereinbefore mentioned, which, if cleared, could be easily drained, and made into excellent farming lands, owing to the richness of the soil.

Bush Fires.

"Nearly all the country west of the Pic River from its mouth, to and including all the Heron Bay mining locations, and the greater part of the country east of the river, has been swept by bush fires at different times. Several of these fires have been confined chiefly to the same districts, clearing large tracts almost entirely of timber. The last fire occurred, I am told, in 1869, and did not confine itself to the old burnt district, but swept over the greater part of the township. The most of the timber in the burnt district is down, and a thick growth of brush has taken its place, rendering it almost impassable, and difficult to travel over it.

Timber.

"I saw no pine timber on the survey. The prevailing kinds of wood being spruce, birch, poplar, balsam, tamarac, and, along the valley of the river, some elm and balm of Gilead.

Water.

"In addition to the rivers already mentioned, there are innumerable small streams and spring creeks, taking their source and issuing from the base of the slate hills; and for all purposes, present and future, the country is well watered.

Geological Features.

"The rock at the mouth of Pic River, on the east side, consists of green stone or a dark green trap, containing small eruptive veins of a fine black trap, and two veins of jasper, from two to four feet in width. This forms the rock of the coast east of the Pic River, but which is succeeded by belts of talcose slate, having a strike nearly east and west, with intermediate red granite hills. This continues for about three miles east, when the strike of the talcose ranges changes to nearly north and south. The mountain lying between the Pic River and Heron Bay is composed of a fine-grained mica schist with several eruptive trap dykes. This is succeeded on the west side by talcose slate, of a light silvery colour, and which forms the principal rock of the coast throughout the township. It is interspersed in the west part of the Heron Bay location by bands of red granite and small trap veins, and again by granite in concessions 6 and 7. This granite, I believe, would make excellent building stone.

"The front of concessions 9, 10 and 11 is mostly granite of a coarse granular nature.

"A granite hill rises on the east side of the mouth of Black River, 300 feet high, and runs in a north-easterly course inland. Granite again rises from 300 to 400 feet high east of the valley of the west branch of Black River. On the west side of the valley the hills are of the same height, but composed of a mottled talcose, covering bands of fine red granite, from one inch upwards. Granite with talcose bands form the mountain region between this and the Pic River.

"Heron Bay mine is situated about a mile from the coast. The vein of ore is in talcose slate rock, and six to eight feet wide. Its course is south-east and north-west, and it dips nearly perpendicular. The vein rock is composed of spar and quartz of a milky colour, resembling that of the Jack Fish Lake mine. There were four log houses built here in the fall of 1872, and a party of miners worked on the vein all winter, but abandoned it in the spring of 1873, taking all their materials with them. Choice specimens from this vein, I am told, contained metal to the value of $1,800 00 per ton, principally gold.

NEEPIGON.

Situate in the Lake Superior Mining District; surveyed into lots of 320 acres each in 1873 by Provincial Land Surveyor A. B. Scott; contains 25,974 acres, including water.

The following is an extract from Mr. Scott's report:—

"There is a tract of 5,000 or 6,000 acres across the northerly end of the township, which is apparently very good land, sandy loam; and in the other parts of the township, between the ridges, there are considerable tracts of fair land, but the township is very much divided by high, rocky ridges, varying from 300 up to 700 or 800 feet high, one of which extends from the Bay on lot No. 6 to the 5th concession on lot No. 9, and no good road could be made connecting the good lands to the north and south of this ridge without going round the westerly end very nearly to the western boundary of the township.

"The timber consists almost entirely of spruce, birch, balsam, and poplar, with generally a dense undergrowth of mountain maple and alders. In some of the swamps there is considerable tamarac, and some excellent cedar along the south slopes of the mountainous ridges towards the south end of the township. There are a few scattered pines in places through the township, perhaps not more than 100 good trees in the township.

"The geological formation appears to be a dark grey columnar trap, overlying a red stratified rock, something of a dolomitic character, and very soft until exposed to the action of the air. On this account it was used by the Indians for making pipes and ornaments.

"The strikingly dark red colour of this rock, exposed in cliffs on the river, induced the Hudson's Bay Company's agent to give the name of Red Rock to their station there, and there is now a post office established there bearing the same name.

"The climate appears to be favourable to the growth of spring grains, as well as roots, such as potatoes, turnips, carrots, &c. Mr. Crawford, who has charge of the Hudson Bay Company's Post, has all these sown, and growning exceedingly well. He has also nearly all kinds of vegetables in his garden, which are growing well.

"The season opens late, as the ice does not go out of the Bay until about the middle of May.

DORION.

Situate in the Lake Superior Mining District; surveyed into lots of 320 acres each in 1873 by Provincial Land Surveyor A. B. Scott; contains 25,859 acres, including water.

The following is an extract from Mr. Scott's report:—

"The timber consists almost entirely of spruce, birch, balsam, and poplar, with some cedar and tamarac. About half of the township has been run over by fire. In some parts the burnt timber is still standing, but the greater part is fallen down in every direction, making it very difficult getting over the ground. There are, however, considerable tracts where the timber has been all burnt off, which could be immediately cultivated without much difficulty.

"The larger part of the township, principally along Black Bay, and in the valleys of the principal streams, is very fair land, consisting of sandy, gravelly, or clay loam. Many of the swamps could be easily drained, and would make good land. In many places it is difficult to distinguish between swamp and dry land, nearly the whole country in the green bush being covered with moss, and the timber the same in both.

"On the shore of the Bay, on lot No. 8, the bank is composed of about ten feet of hard white clay, in layers of from four to six inches thick, the stratification being very distinctly marked. This is covered with two or three feet of gravelly loam, the whole slightly dipping towards the north, the clay disappearing beneath the water about lot number ten.

"The rock formation appears to be somewhat similar to the township of Neepigon, viz., a dark grey trap overlying a stratified rock of a reddish colour, with here and there veins of quartz or spar holding galena and sulphate of baryta. Very good specimens galena are to be had at the north-east end of the small lake on lot number ten, in the seventh concession. On lots numbers thirteen and fourteen, in the fifth and sixth concessions, there are several low granite ridges of a reddish grey colour.

"There are no harbours in this part of Black Bay, the water being too shallow to allow boats drawing more than three or four feet of water near the shore, excepting near the rocky points.

"Wolf River, at the north end of the township, is a good stream, being about two chains wide at its mouth, and averaging about a chain wide. Where it enters the township, the water is between two and three feet deep, with a strong current to about the line between lots numbers twelve and thirteen. Below this the river is deep, and current slow

There is also a considerable stream running through the township, shown on the map. On this stream there is a fall of about ten feet, on mining location A3, which would make a good mill site. I did not notice any other falls or mill sites on these streams, but there must be considerable fall in them, and no doubt could be made available for water power.

"The climate of Dorion is very similar to that of Neepigon, although, during the season just closing, the rainfall has been greater at the latter place. Agriculture would, doubtless, succeed equally in these townships.

SIBLEY.

Situate in the Lake Superior Mining District; surveyed into lots of 320 acres each in 1873 by Provincial Land Surveyor Hugh Wilson; contains 67,333 acres, including water.

The following is Mr. Wilson's report:—

"Hon. T. B. Pardee,

"*Commissioner of Crown Lands.*

"Honourable Sir,—On completing the survey of the township of Pic, I got a steamer to Silver Islet; and, after reorganizing my party, which I found a difficult matter, as good men were in great demand, both at Silver Islet and Prince Arthur's Landing; but after considerable delay, I got together twenty-two good men, at $40 per month, subject to no lost time from the time they left their houses till they returned, and having all travelling expenses paid. As the weather was rough and boisterous, I chartered a steamboat, and took supplies and a mackanac boat on board, and established a caché of supplies on the Black Bay coast, in a central position in the survey, and left the small boat to move the stores along the coast, as the survey progressed. I then returned to Silver Islet, and took on board the balance of my supplies and a boat and canoe, and proceeded round Thunder Cape and down Thunder Bay to the south boundary of McTavish, where I landed and stored my supplies in a tent in the woods, and left the boat and canoe, to move them up the coast from time to time. I then proceeded with the survey, commencing at the post on the south boundary of McTavish, between concessions 7 and 8. From this point I ran a careful base line due south astronomically throughout the township, running lines from this to Thunder Bay, on the one side, and to Black Bay on the other.

Topographical Features.

"The topographical features of the township present a broken appearance. Sand stone cliffs, about 250 feet high, rise from the Thunder Bay coast, the cliffs being, on an average, about twenty chains in from the water's edge, which is generally composed of large blocks of stone. Three breaks occur in this range, one on the south boundary of McTavish, one on lot 15, and one on lot 21. On the boundary of McTavish the valley is filled with a lake on lot 1, concessions 5 and 6. Through the other breaks is the only access that could be had to the interior of the country. From lot 21, the height of land sweeps inland, and in lot 27 is about a mile from Thunder Bay, when it falls to the south about 200 feet into a valley from Sawyers' Bay, which is here about a mile and a half wide, when the country begins to rise to the base of the cliffs of Thunder Cape, and here the sandstone ends.

"Immediately, on the top of the sandstone range of cliffs, the country begins to fall to Black Bay, and continues a general descent over ledges of sandstone, conglomerate and indurated marl, meeting occasionally an intrusive trap dyke. The Black Bay coast is a low swampy country throughout the survey, the banks seldom rising over ten to twelve

feet. The north-east part of the township is mostly spruce and tamarac swamp, cut by low soil ridges. The whole is hard bottom, and, as a rule, good land when cleared.

"Lots 12 to 25 are mostly good land, with considerable swamp for about a mile back from Black Bay. On the higher levels of country, there are numerous small lakes, all of which empty into Black Bay, and, with the exception of a belt of country about a mile in width, back from the top of the sandstone cliffs on Thunder Bay, which is broken and rocky. Concessions 5, 6, 7, 8, and 9 are mostly good land, but broken, with rocky ridges, small swamps, and the lakes above referred to.

"In lots 23 to 27, in concessions 8 and 9, there is a very fine sheet of water, known as the 'Six Mile Lake,' which contains an area of 1853 acres of water, and which extends southward for some little distance into the Woods Location. The country around it is low, and is generally good land, particularly in the north-west side. The bays are generally shallow, and grown up with grass and rushes, and the points are protected by reefs running out into the lake for a considerable distance.

"The lake is a great field for wild ducks in the Spring and Autumn of the year. Pike appear to be the only fish caught in it, which appear to be of large size and numerous.

General Remarks.

"The township is bounded on the north by the Township of McTavish, on the east by Black Bay, on the west by Thunder Bay, and on the south by the coast of Lake Superior, at Silver Islet and Thunder Cape.

Farming Lands.

"At least one half of the land area of the present survey of the township is good farming land, and easy of access from Silver Islet or any point on Black Bay The soil is a rich reddish clay loam, principally formed from the marl rock of the country.

Timber.

"With the exception of a small burnt district along the sandstone cliffs of Thunder Bay, the whole township is covered with a dense forest of timber, consisting of white and yellow birch, poplar, spruce, tamarac, balsam, and in places considerable quantities of good white pine, of large size, besides great quantities of very fine cedar.

"A great deal of the forest is of second growth, the timber averaging from twelve to fifteen inches in diameter, in which there are in places considerable young white pine, of about one foot in diameter. The heavy pine, referred to above, belongs to the old forests. The principal localities of this heavy pine is shown on the timber plan of the survey. The whole township is beautifully watered by numerous lakes and small streams.

Inducements to Settlers.

"Easy access can now be had from Silver Islet to a large area of good land in the southern part of the survey, and around the large lake referred to above; and evidently a road must shortly be opened from Silver Islet, passing through about the centre of the township, connecting with the road now in process of construction from Prince Arthur's Landing to Black Bay, which would open up for immediate settlement a large tract of good farming country. The average population of Silver Islet is now about 500 persons, and, at present, they have no outlet by land. The woods location, now the property of the Silver Islet Company, is a barren, rocky tract of land. The distance across it to the good land in the vicinity of the large lake referred to, is only about two miles, at which point the Company have a good winter road, over which the Company are supplied with large quantities of wood and timber; and the inhabitants of Silver Islet are at present supplied with potatoes and other vegetables, hay, straw, butter, eggs and fresh meats, entirely from the lower lake ports, viz., Collingwood, Sarnia and Detroit. The same may be said of Prince Arthur's Landing, with a population of about 700, thus affording inducements unexampled in Canada for settlement.

OLIVER.

Situate in the district of Thunder Bay, surveyed into lots of 320 acres each in 1873, by Provincial Land Surveyor, J. J. Francis; contains 40,505 acres.

The following is an extract from Mr. Francis' report :—

Physical Appearance.

"The land in the southern and central portions of the township, with the exception o 11, 12 and 13 in concessions 1, 2 and 3 respectively, is rolling or undulating generally with swamps of tamarac of greater or less extent lying in the intervals or depressions. The northern portion is hilly and rocky with few exceptions, and covered with green timber. The rock is a trap with quartz and spar veins intersecting it in different directions.

Soil.

"It affords me great pleasure to be able to report that a large portion of the township is capable of being successfully cultivated, the soil being in some parts a sandy loam, in others a clay loam—a clay sub-soil generally prevailing through those sections recommended for settlement. I have particularized in a statement hereto annexed, those lots which have not sufficient arable lands for the support of a family.

"The whole of the arable lands are intersected with small streams, giving ample facilities for the keeping of stock, &c.

"In addition to the information contained in the annexed Table, relative to arable lands, I am of opinion that there are few lots in this township, even those excepted by the table, but have some arable land fit for cultivation. I am justified in making this statement, as my survey was made during the months of July, August and September, when I had ample means afforded me, from personal inspection of the soil, to prove the accuracy of my statements.

Timber.

"The timber on the southern and eastern parts of this township is dead spruce and birch, and in most parts, except in the swamps, but little is standing. On the northern and western portion the timber is green spruce, birch, poplar and balsam, all of which is generally of good size. The division line between these two classes of timber may be drawn roughly in the following manner: *i.e.*, commencing from the centre of lot No. 1, concession 7, thence to lot No. 9, concession 5, and thence to lot No. 15 on the south boundary.

Settlement, &c.

"From the contiguity of the township of Oliver to Prince Arthur's Landing, Thunder Bay, and the nature of the soil of that township, I deem it my duty to bring the subject of its early settlement prominently under the notice of the Honourable the Commissioner of Crown Lands.

"The inhabitants of Prince Arthur's Landing, the several mining establishments on Lake Superior, the large supplies of farming produce of all descriptions essentially necessary for the above named populations, as also for the large and increasing number of emigrants and military forces passing over the Dawson Road to Fort Garry, Manitoba, can now only be obtained from the shores of the Georgian Bay, and conveyed at considerable cost to Prince Arthur's Landing, the mining establishments, and to the several stations on the Dawson Road.

"For the past year (1873) prices as given below have been paid for farming produce at Prince Arthur's Landing, and all of which could be raised by an agricultural population settled in the Township of Oliver, and other townships hereafter to be surveyed, contiguous to or intersecting the Dawson Road.

PRICES AT PRINCE ARTHUR'S LANDING, 1873.

"Hay from $35.00 to $40.00 per ton.
Potatoes from $1.00 to $1.50 per bushel.

Oats	"	0.55	" 0.60	"	"
Beef	"	0.15	" 0.20	"	lb.
Mutton	"	0.12	" 0.15	"	lb.
Pork	"	0.14	" 0.16	"	lb.

PRODUCTS.

"The small clearances in the neighbourhood of Prince Arthur's Landing exhibit a vigorous growth of hay, oats, peas, potatoes, while the gardens in and about the same place produce abundantly, turnips, beets, carrots, parsnips, cabbage, cauliflowers, &c.

"The settlements here have been so recent that I am unable to give from actual experience the rate per acre of the products, but, as above stated, I can safely say they exhibit a vigorous growth, and productive yield.

"The Township of Oliver is only 11 miles from Prince Arthur's Landing, the intervening Township McIntyre is generally unfit for settlement, emigrants therefore would have from Toronto, railroad and steamboat conveyance to within 11 miles of their place of settlement, and that 11 miles over an excellent road.

"The fires which have from time to time swept over this township (Oliver) have destroyed a very large proportion of the standing timber, leaving, however, sufficient for fuel, building, fences and general farm purposes. The standing timber destroyed by fires has been succeeded by a growth of underbrush, of which a man could clear from one to two acres per week, and with the hoe (or plough, if the settler's means permitted), raise in grain and roots sufficient for the support of his family for the year, even after reaching the township in the month of May.

"Cattle could find abundant pasture during the summer from wild grasses, &c., and for the winter sufficient might be obtained from the marshes for their keep. The number of streams running through the good lands, furnish an abundant supply of water and fish.

REPORTS OF AN EXAMINATION AS TO THE CHARACTER OF TIMBER IN CERTAIN LOCALITIES NORTH OF LAKE HURON.

BY P. L. S. CHAPMAN, IN 1873.

SPANISH RIVER, July 4th, 1873.

A. P. SALTER, ESQ.,
Provincial Land Surveyor.

SIR,—I have the honour to report that on examination, under instructions from the Honourable the Commissioner of Crown Lands, of Timber Licenses Nos. 116 and 110, north shore of Lake Huron, as follows:—

No. 116.

The first two miles north from the lake shore (being the Lacloche mountains) is mostly burnt, the only green timber being stunted, scrubby pine; the small peninsula running into Lacloche Lake is timbered principally with small white and red pine, some saw-log timber may be obtained, but the major portion is only fit for building purposes, etc. North of the lake the timber is similar to within a mile of the northern boundary, where a strip of burnt country exists, stretching northward.

No. 110.

The Lacloche Mountain range extends some two miles north from the main lake shore, of which the southern slope is burnt, and northern side covered with small pine; the remaining section north, with the exception of a small portion on the eastern side, is timbered with medium red and white pine, in which some fair saw-log timber occurs; the eastern portion has more hemlock, birch, &c., mixed with pine, while a small portion of burnt land occurs at the rear. This is altogether a very fair section for small timber.

I have, etc.,

(Signed) C. J. Chapman, P.L.S.

Sault Ste. Marie, June, 27th, 1873.

A. P. Salter, Esq.,
Provincial Land Surveyor.

Sir,—In accordance with instructions received from the Honourable The Commissioner of Crown Lands, dated May 22nd, 1873, I have the honour to submit the following report upon the examination of the tract of country lying north of the townships of Palmer and Ryan, in rear of Batchewana Bay, Lake Superior, which I will thank you to forward to the chief of your department without delay.

Passing through the Township of Palmer, I entered the tract north of it between sections 4 and 5, and walking first north-east to the easterly boundary of Palmer, thence north, and returned diagonally to the place of commencement.

The topographical features of this section may be described as consisting of high ridges of rock-hills, with intervening valleys varying in width, tracts of low level land, with many lakes and beaver meadows interspersed throughout the entire extent.

The soil on the hills varied in depth from 9 inches to 2 feet; they are clothed with a heavy growth of maple and black birch, with a very thick undergrowth of witch-maple and hazel. In the valleys the soil is deep, the same timber prevailing, mixed with balsam and spruce; a small quantity of pine is occasionally met, some of a fine character, but very few in number.

On the low lands tamarac, cedar, white birch, balsam and spruce predominate; numerous small streams cross the country, flowing generally south and west very rapid and mostly rocky.

On the northern limit the hills are more broken and sterile, and sparsely timbered. Pine, white birch, poplar and balsam prevail, the former stunted in growth and of little value.

Crossing the tract north of the Township of Ryan, in the same manner, I examined its character. The southern boundary of this section is similar to that already described; the hills lofty, and, in many instances, very abrupt, are heavily timbered with maple and birch. On the western and northern portions, the hills are more broken and barren, and the timber more mixed.

A considerable quantity of red and white pine was observed, mixed with white birch. The timber, however, is mostly shaky and faulty, and of no great marketable value.

The soil in the valleys is good, but they are generally narrow. Many lakes intersect this section, some of large area, connected by small rapid streams.

I have the honour to be, Sir,
Your obedient servant,

(Signed) C. J. Chapman, P.L.S.

SAULTE STE. MARIE, June 27th, 1873.

A. P. SALTER, ESQ.,

Provincial Land Surveyor.

SIR,—I beg to report, in consonance with instructions from the Honourable the Commissioner of Crown Lands, dated May 22nd, 1873, that I visited and examined the tract of land lying in the townships of Chesley and Anderson, owned by Mr. Craig.

This tract, lying just north of the Indian Reserve line is a fairly level piece of country, lying mostly in a flat formed by Garden River. It is timbered with white pine, maple, birch, cedar, &c., and, near the river bank, with spruce and balsam.

The pine is all white, of good quality, and occurs principally on a low ridge, extending from the south-westerly corner of the tract in a north-easterly direction through it, covering an area of about 500 acres. About ten per cent. of the standing timber is affected by faults, and the balance will make about one million five hundred thousand feet B.M. of fair lumber; the remaining 344 acres are timbered with maple, birch, balsam, &c., of small size.

Owing to the great difficulty of getting in supplies, &c., (Garden River being unsuitable as a means of transport,) I should value this tract at $1 25 per acre, or from 80 cents to 85 cents per M. feet B.M. for the standing timber.

The Township of Chesley is tolerably level, timbered with maple, birch, balsam, spruce, and pine. The latter timber is generally small, occurring for the most part on the summits of the rocky ridges. Some few pine occur scattered through the hardwood flats, and a grove of some 500 or 600 acres in extent, of fair pine, exists near the north-east corner.

The Township of Anderson is generally rough and rocky, much intersected by lakes, drained by small swift streams flowing into Garden River. Towards the easterly side, the timber has been partly burnt, while, west of this, towards Jarvis, hardwood predominates, with scattered pine. The ridges are nearly all timbered with scrubby pine, of little marketable value.

The Township of Jarvis is more level than the preceding, but still rough, timbered with maple, birch, &c., interspersed with some scattered pine, no groves of any extent occurring therein.

A small grove of fair pine, some 400 to 500 acres in extent, occurs a mile or so north of Mr. Salter's base line, near the Anderson and Chesley boundary; but the pine north of this appears faulty and scattered.

I am informed, on good authority, that a good tract of pine land exists some distance north and east of licenses Nos. 205 and 206.

I have the honour to be, Sir,
Your obedient servant,
(Signed) C. J. CHAPMAN, P.L.S.

SPANISH RIVER, May 29th, 1873.

A. P. SALTER, ESQ.,

Provincial Land Surveyor, etc.

SIR,—Having, in accordance with your instructions, dated February 17th, 1873 submitted during the winter now past, reports of trespass, etc., on the Crown Lands referred to in the same, I now beg to submit the following general report on the timber now standing on the lands above referred to.

Leaving the French River at the extreme south-east corner of the Crown Lands lying south of license No. 59, up to the Indian Reserve line, the timber has been partially destroyed by fire, few green pine occurring, and the country is now being quickly covered

with a thick second growth of poplar and white birch. Along the east boundary of the Reserve, north, the green timber occurs in patches, pine small, and generally faulty. From here, south-westerly, to the lake shore, the timber is pine, white birch, balsam, cedar, &c. The marketable pine has been here cut some years previous, although a small quantity of fair saw-log timber still remains.

The second tract, lying in and around the Village of Killarney and Township of Rutherford, is mostly timbered with small white pine mixed with white birch, tamarac, etc., and has been partially burned; the pine is only suitable for building purposes, and in no large quantity; the timber on the slopes of the Killarney Mountains is almost all destroyed by fire, the only green timber being on the northern side of same, and is generally small and scrubby—the line of burnt country extending in a north-easterly direction as far as the eye can reach.

Crossing into the tract south of license No. 98, the timber on the southern slope of the mountains is entirely destroyed by fire. North of the mountain range, and towards White Fish River, the timber is mostly green, some fair pine still remaining, intermixed with hemlock, maple, birch, &c., but this is even of no great extent.

The Wallace Mine section, south of Merritt, is only partially burnt, and contains six to eight square miles of pine land, mixed with hemlock, balsam, birch, &c.; the pine is of fair quality, and lays principally in a north and westerly direction from the mine.

The timber on the lands lying south of Licenses Nos. 154 and 160 is partially burnt, the lakes in this section having somewhat preserved it. Some pine, intermixed with spruce, balsam, &c., occurs north and west of the Algoma Mills, but the valuable timber has been previously cut, and by far the larger portion of the residue is small and faulty; a small maple bush of some seven or eight hundred acres in extent occurs near the centre of this tract; the green timber in this section includes an area of some twenty-five or thirty square miles.

The Township of Cobden has been slightly burnt, timber consisting of white pine, birch, balsam, spruce and a few red pine; the best timber has been previously cut and the remaining pine is small; the green timber covers an area of from some eight to ten square miles.

The Township of Bright and adjoining broken front westerly are not much burnt, the principal brulé lying around Mud Lake and easterly therefrom; on leaving the main lake the first three-quarters of a mile north and parallel with the same, is principally a low swamp, timbered with balsam, spruce, white birch, cedar, &c. North of this a strip of fair pine land occurs, running in a north-westerly direction, some quarter of a mile in width; from this to the rear the timber is principally birch, maple, hemlock and balsam, with scattered white pine.

Some of the land lying south of Mud Lake and between the rocky ridges is well adapted for agricultural purposes. This block may be divided into six square miles of white pine, ten square miles of birch, balsam, &c., and the residue hardwood mixed with pine.

I have the honour to be, Sir,
Your obedient servant,

(Signed) C. J. Chapman, P.L.S.

Spanish River Mills,
June 30th, 1873.

To the Honourable the Commissioner of Crown Lands, Toronto.

Sir,—I have the honour herewith to forward Mr. Chapman's report upon his examination of the several tracts of country visited by him during the past winter, and also those describing portions of the Townships of Anderson and Chesley, lying north of

the Garden River Indian Reserve, and the unsurveyed tracts lying north of the Townships of Ryan and Palmer.

These reports will, I trust, meet with your approval, as I am aware Mr. Chapman has used all diligence, and exercised great care in making his explorations.

I beg particularly to refer to the location patented to Mr. Craig in the Township of Anderson, and to state I consider the valuation placed upon this property by Mr. Chapman to be a most just and equitable one.

I have the honour to be, Sir,
Your very obedient servant,

(Signed) Albert Pellew Salter, P.L.S.

MINING INSPECTOR'S REPORT.

REPORT OF THE INSPECTOR, MADOC MINING DIVISION.

Crown Lands Office,
Belleville, Dec. 16th, 1873.

Sir,—I have the honour to submit the following Report :

The work of gold mining has been steadily prosecuted on the veins in the ninth concession of the Township of Marmora, during the year, though, owing to the want of means its progress has been retarded, and its extension prevented in a great degree.

Messrs. Dean, Blacklock and Company, are still persevering in the work of the old Cook vein, on the S.W. quarter of lot No. 7, in the ninth concession of Marmora, though owing to the refractory nature of their ore, which is a hard and highly mineralized compound of iron, sulphur and arsenic, the work done has been of an almost exclusively experimental character. Much time and money have been expended in adapting Mr. Dunstan's revolving furnace to the more complete roasting of the ore, and the progress made is so far satisfactory, that a much larger proportion of the gold contained in the ore can now be obtained than by the former methods. The vein at the same time, now over one hundred feet deep, is both showing more gold to the eye, and yielding better in the mill than formerly.

The most interesting development hitherto made is that of a vein of ore on lot No. 6, in the ninth concession of Marmora, which has been recently opened upon. It is on the N.W. quarter of the lot, the property of the Toronto Gold Mining Company. The lode is forty-five feet wide between the walls, and the quantity of contained ore is immense. Samples of from two hundred pounds to five hundred pounds have been worked experimentally in Messrs. Dean & Co's mill, and have yielded an average of fifty-eight (58) dwts. of a mixed metal, consisting of gold, twenty-eight dwts. ; silver, eleven dwts. ; and copper, nineteen dwts., making a minimum value of twenty-five dollars ($25.00) per ton of two thousand pounds.

Another vein of inferior size, but of a very promising appearance, has likewise been discovered on the same property. The proprietors intend to put up a mill of thirty stamps on the bank of the Moira, near the Cook Mill, to work the ore of these veins.

Messrs. Gatling & Company's works remain much in the same state as at the date of my last report, with the exception of the reduction works, in the erection of which, considerable progress has been made. Two handsome upright engines are in position, with a boiler commensurate in power, and much of the other machinery is also in place. Mr. Gatling has sent commercial samples of his ore to Swansea, from which he has received satisfactory returns.

Messrs. Walker and Johns have done some work on the Government allowance for road between the eighth and ninth concessions, lots No. 8 and 9, where they have sunk a shaft to a depth of twenty-five feet. They intend to ship some of their ore to Swansea in the spring. Mr. Walker has also made an opening on a vein on lot No. 8, in the tenth concession, where appearances are promising.

The works which were in progress last year, in the eleventh concession, have been abandoned for the present, and the two mills erected in that neighbourhood are standing still.

I have not heard of any work having been done on the Barry Mine, in the township of Elzivir, or in the mines of Madoc township, though a resumption of operations on the Richardson mine has been talked of.

Of scarcely less importance, in my opinion, are the deposits of iron ore which have been long known to exist in the northern division of this district. The most important of these is the great mass of magnetic ore on the margin of Crow Lake, in the township of Belmont. This mine is worked steadily by the Cobourg and Marmora Railway Company, who employ upwards of two hundred men, and ship large quantities of ore annually to the United States.

The Seymour ore bed, in the Township of Madoc, has lately been sold for a considerable sum, to a Mr. Lloyd, who represents the Bessemer Steel Company, of Pennsylvania. This vein has been stripped for a considerable space, and the abundance and rich quality of the ore sufficiently demonstrated. The full development of this and other valuable deposits of iron ores, only requires an easy and cheap means of access to the Grand Trunk Railroad and the port of Belleville, which could be best effected by the construction of a branch railway from the Grand Junction at Luke's, in the township of Huntingdon, running northward, which would reach the Seymour mine in seventeen miles, and another of about equal importance, in the township of Tudor, on the Hastings road, in twelve miles more, besides opening up for settlement an extensive and valuable tract of land beyond the mineral belt.

If such a line were built, it is probable that the company in question would erect reduction works for the purpose of smelting the ores of their mines so as to avoid the expense of freight upon the dead matter of the ores, *i.e.*, nearly fifty per cent of the whole cost of transportation ; the obstacle to the erection of such works at the present time being rather the expense of conveying fuel (coal) to the mine than of bringing the iron to the front.

Several deposits of galena have been also ascertained to exist in the mineral region of North Hastings, Peterborough and Addington, one of which, in the township of Galway, has yielded a considerable quantity of ore. I am informed on good authority, that a gentleman of Belleville contemplates the establishment of lead smelting works, as soon as regular communication is established between the town and the rear townships of Hastings.

All of which is respectfully submitted.

I have the honour to be,
Sir,
Your obedient servant,

(Signed) ALFRED A. CAMPBELL,
Mining Agent.

APPENDIX No. 1.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year ending 31st December, 1873.

Branch.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
				$ cts.	
	Hon. R. W. Scott	Commissioner	1871 Dec. 21	3,200 00	Resigned 30th November, 1873.
	Hon. T. B. Pardee	do	1873, Dec. 4	3,200 00	
	Thos. H. Johnson	Assistant Commissioner	1869, Augs 21	2,800 00	
	Geo. Kennedy	Clerk	1872, Feb. 1	1,600 00	
	H. A. Ford	Shorthand writer and clerk	1872, Aug. 1	1,000 00	
Land Sales and Free Grants	John C. Tarbutt	Chief Clerk	1841, June 1	2,000 00	
	A. Kirkwood	Clerk	1854, March 21	1,700 00	
	J. M. Grant	do	1860, May 12	1,250 00	
	P. Alma	do	1871, Aug. 1	850 00	
	J. J. Murphy	do	1872, May 1	850 00	
Surveys, Patents and Roads	Thomas Deane	Deputy Surveyor-General	1846, July 11	2,000 00	
	E. Fox	Surveyor and Draughtsman	1857, Sep. 28	1,350 00	
	G. B. Kirkpatrick	do do	1866, Jan. 30	1,250 00	
	H. J. Jones	Chief Clerk, Patents	1840, Nov. 9	1,800 00	
	J. Innes	Clerk	1848, Nov. 1	1,100 00	
	W. Bell	do	1872, Jan. 1	800 00	
	J. W. Bridgland	Surveyor and Superintendent of Colonization Roads	1856, Jan. 22	1,800 00	
Woods and Forests	G. B. Cowper	Chief Clerk	1857, Oct. 14	2,000 00	
	A. J. Taylor	Clerk	1872, Oct. 1	1,400 00	
	H. G. Langlois	do	1868, Aug. 1	850 00	
	E. G. Kirby	do	1869, Aug. 1	550 00	
Accounts	William Ford	Accountant	1852, April 10	2,000 00	
	D. G. B. Ross	Book-keeper	1861, April 15	1,250 00	
	R. H. Browne	Senior Clerk in charge of agents' returns	1862, May 14	1,250 00	
	F. Stow	Clerk	1872, Oct. 1	850 00	

APPENDIX No. 1.—*Continued.*

RETURN of Officers and Clerks in the Department of Crown Lands, for the year ending 31st December, 1873.

Branch.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
				$ cts.	
Registry	John Morphy	Registrar	1851, June 8	1,600 00	
	W. F. Lewis	Assistant Registrar	1872, March 1	850 00	
	John Bradshaw	Office-keeper	1852, March 27	500 00	
	A. McDonald	Messenger	1864, Nov. 3	500 00	

WILLIAM FORD,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1873.

APPENDIX No. 2.

List of Crown Land Agents for the Sale of Lands, 1873.

Name.	District or County.	Date of Appointment.	Commission.	Remarks.
			$ cts.	
A. S. Cadenhead	Wellington	6th August, 1870	2,240 69	
W. Halpenny	Part of Renfrew	8th November, 1869	150 84	
Hugh Hamilton	Huron	23rd October, 1872	823 74	
Wm. Jackson	Grey	3rd November, 1854	1,612 27	
A. McNabb	Bruce	29th April, 1851	1,515 55	
E. Perry	Parts of Frontenac and Addington	27th March, 1856	376 59	
J. McKibbon	Part of Victoria	24th November, 1870	452 31	
R. McPherson	Part of Frontenac	19th July, 1871	610 19	
J. Sharman	Perth	27th April, 1853	781 56	
J. Wilson	Part of Algoma District	25th July, 1854	134 89	
C. F. Holterman	Part of Renfrew	22nd June, 1865		

WILLIAM FORD,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

APPENDIX No. 3.

List of Crown Land Agents for the Disposal of Free Grants, 1873.

Name.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
			$ cts.	
D. Anderson	Part of Peterborough	21st November, 1870	500 00	
J. D. Beatty	Part of Muskoka District	21st June, 1869	500 00	
C. P. Browne	Part of Algoma	25th June, 1872	500 00	
J. Bowker	St. Joseph Island	17th July, 1871	500 00	
J. Graham	Parts of Victoria and Peterborough	28th May, 1869	500 00	
A. Kennedy	Part of Renfrew	24th August, 1871	500 00	
C. W. Lount	Part of Muskoka District	23rd May, 1868	1,000 00	
E. Playfair	Parts of Frontenac and Addington	5th March, 1870	500 00	
J. Reeves	Part of District of Nipissing	12th February, 1872	500 00	
J. R. Tait	Part of Hastings	28th May, 1869	500 00	

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WILLIAM FORD,
Accountant.

THOS H. JOHNSON.
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

APPENDIX No. 4.

Mining Inspectors, 1873.

Name.	Mining Division.	Date of Appointment.	Salary per annum.	Remarks.
			$ cts.	
A. A. Campbell	Madoc	25th September, 1869	1,000 00	Mr. Campbell acts as agent for the sale of lands for part of the County of Hastings.
E. B. Barron	Lake Superior	12th May, 1869	1,000 00	Resigned 30th September, 1873.

WILLIAM FORD,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

LIST of Crown Timber Agents in the Province of Ontario, their Assistants, names of Territories, Residences, dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1873.

Names of Territories.	Names of Agents and Assistants.	Residences.	Date of Appointment.	Salary per annum up to 1st July, 1873.	Salary per annum from 1st July, 1873.	Remarks.
				$ cts.	$ cts.	
Upper Ottawa	A. J. Russell, Agent	Ottawa City	1846, June	2,000 00	2,600 00	The Crown Timber Office, Ottawa. Acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant	do	1858, April 13	1,400 00	1,800 00	
	J. Ritchie, Clerk	do	1864, June 23	1,000 00	1,400 00	
	A. J. Russell, jun., Draughtsman	do	1867, April 1	700 00	1,200 00	
	E. T. Smith, Clerk	do	1864, June 23	650 00	1,000 00	
	Henry Codd, do	do	1871, August 16	550 00	850 00	
	J. Jackson, Messenger	do	1871, August 1	300 00	300 00	
	J. McDonald, Deputy Slide Master and Chief Timber Counter	do	1846, May 8	85 00	*	Additional to his salary of $535 per annum from the Department of Public Works, Ottawa.
	James Steen, Timber Counter	do	1861, May 27	$2 per diem	$2 per diem	During season of navigation.
	John Redmond, Assistant and Boatman	do	1872, March 1	do	do	do do
Belleville Agency	Joseph F. Way, Agent	Belleville	1854, May 6	1,440 00	1,440 00	
	J. A. Macinnes, Clerk	do	1859, February 26	800 00	800 00	
	J. A. G. Crozier, do	do	1867, December 1	500 00	500 00	
Collector at Quebec	McLean Stewart, Collector	Quebec	1845, September 27	2,000 00	2,000 00	The remarks in connection with the Crown Timber Office at Ottawa, respecting salaries, apply to the Collector's Office at Quebec.
	† John McKay, Assistant	do	1864, June 1	1,200 00	1,200 00	
	William Miller, Clerk	do	1872, November 7	1,000 00	1,000 00	

* The Local Governments of Ontario and Quebec to pay Deputy Slide Master $150 00 dollars each in addition to amount paid by Public Works.
† Assistant's salary $1,000 00 per annum from 1st July to 7th November, 1872, after which he received $1,200 00 per annum.

G. B. COWPER,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, December 31st, 1873.

APPENDIX No. 6.

COMPARATIVE STATEMENT of acres sold, amount of Sales and amount of Collections for the years 1872 and 1873.

SERVICE.	1872.			1873.		
	Acres Sold.	Amount of Sales.	Amount of Collections	Acres Sold.	Amount of Sales.	Amount of Collections.
		$ cts.	$ cts.		$ cts.	$ cts.
Crown Lands	113,623	138,436 50	193,168 98	98,715	126,508 86	189,665 36
Clergy Lands	16,100	28,757 61	121,313 07	33,448½	58,078 25	150,126 78
Common School Lands	2,068	12,341 42	80,967 47	1,908½	11,294 64	73,765 76
Grammar School Lands	3,906	5,535 47	12,356 03	13,244½	19,495 05	19,754 01
Total	135,697	185,071 06	407,805 55	150,316½	215,376 80	433,311 91

WILLIAM FORD,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

APPENDIX No. 7.

STATEMENT of the Receipts of the Department of Crown Lands for the year ending 31st December, 1873, which are considered as Revenue.

	$ cts.
Woods and Forests	643,037 56
Crown Lands	189,665 36
Mines	34,427 51
Casual fees	426 54
Surveyors' Fee Fund	498 90
Colonization Roads	1,500 00
Total	870,155 87

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

APPENDIX No. 8.

STATEMENT of Receipts of the Department of Crown Lands, which are considered as Special Funds.

	$ cts.	$ cts.
Clergy Lands.		
Principal	108,284 20	
Interest	41,842 58	150,126 78
Common School Lands:		
Principal	46,355 20	
Interest	27,410 56	73,765 76
Grammar School Lands.		
Principal	16,767 45	
Interest	2,986 56	19,754 01
		243,646 55
Refunds on above Services:		
Clergy Lands	471 88	
Common School Lands	1,675 90	2,147 78

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

APPENDIX No. 9.

COMPARATIVE STATEMENT of Gross Collections of the Department of Crown Lands for the years 1872 and 1873.

	1872.	1873.
	$ cts.	$ cts.
Crown Lands	193,168 98	189,665 36
Clergy Lands	121,313 07	150,126 78
Common School Lands	80,967 47	73,765 76
Grammar School Lands	12,356 03	19,754 01
Woods and Forests	903,952 19	643,637 56
Mines	68,328 33	34,427 51
Casual Fees	748 11	426 54
Surveyors' Fee Fund	211 00	498 90
Amount of Suspense Account	35,780 55	7,462 04
Colonization Roads		1,500 00
Total	1,416,825 73	1,121,264 46

THOS. H. JOHNSON,
Assistant Commissioner

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1873.

APPENDIX

WOODS AND

Statement of Timber and Amounts accrued from Timber dues, Ground

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Area under License.	Saw Logs.		Oar Logs.	White Pine.		Red Pine.		Boom Timber	
	Square miles.	White Pine.	Other.	Pieces	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.
Ottawa Territory. A. J. Russell, Agent	7396	1184589	619	12412	117118	6580859	35203	1277100	.....	.....
Belleville Agency. J. F. Way, Agent.....	2038	741928	6844	..	1743	118611	.....	.....	204	8178
Western Timber District .	5111	554888	.....	.....	4775	278000	70	3091	.....	.....
	14545	2481405	7463	12412	123636	6977470	35273	1280191	204	8178

GENERAL STATEMENT

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Railway Ties.	Boom Timber.		Cedar Posts.	Other Woods.		Soft Cord-wood.	Staves.	
	Pieces.	Pieces.	Stand-ards.	Cords.	Pieces.	Feet.	Cords.	West India.	Stand-ards.
Ottawa Territory. A. J. Russell, Agent	....	19651	24220	.....	274	10896	2047	....	....
Belleville Agency. J. F. Way, Agent.....	21206	..	.....	1459	.....	.....	.....	.....	.....
Western Timber District.....	2000	.....	.....	.....	202	9790	.....	5598	3810
	23206	19651	24220	1459	476	20686	2047	5598	3810

Note.—There are 737 square miles in the Western District proper, and 1730 square miles on North Shore of Lake Huron, together 2467 square miles, for which licenses have not yet been issued, making in the Western District and Lake Huron an area to be covered by license, season of 1873-74, of 7578 square miles, and the total area 17012 square miles.

G. B. Cowper,

Chief Clerk in Charge.

Woods and Forests,

Department of Crown Lands,

Toronto, 31st December, 1873.

No. 10.

FORESTS.

Rent and Bonuses, during the year ending 31st December, 1873.

TIONS OF TIMBER.

Oak.		Elm & Ash.		Tamarac.		Birch, Cedar, Hemlock and Spruce.		Basswood.		Maple.		Wharf Timber.		Floats.
Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces.	Feet.	Pieces.
.....	.....	38	1157	157	2937	51	2330	64	2870	4	126	.....	.....	.....
22	613	213	6998	6	181	473	11826	.....	.....	.....	.....	354	8851	141
551	22110	1668	77895	.....	.....	.....	.....	39	1659	.....	.....	.....	.....	.....
573	22723	1919	86050	163	3118	524	14156	103	4529	4	126	354	8851	141

OF TIMBER, &c.—*Continued.*

TIONS OF TIMBER.

Miscellaneous.	Amounts Accrued.				
	Tresspass and Fractions.	Timber Dues.	Ground Rent.	Bonus.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
.....	3048 22	289743 81	15006 00	4 00	307802 03
Stave bolts, 222 cords Telegraph poles, 218 pieces Tan bark, 105 cords Spars, 13 pieces, 1335 feet	4048 46	117279 58	4638 42	171 00	126137 46
.....	12271 19	104712 04	14958 61	2844 00	134785 84
.....	19367 87	511735 43	34603 03	3019 00	568725 33
Amount of accrual, as above					568725 33
Add amount derived from sale of Lake Huron Timber Berths, October, 1872				282762 25	
Interest				7150 36	
					289912 61
Total					858637 94

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 11.

WOODS AND FORESTS.—Statement of Revenue collected during the year ending 31st December, 1873.

	$ cts.	$ cts.
Amount of Ottawa collections, by A. J. Russell	128,768 60	
Do do McL. Stewart, Quebec	74,046 34	
		202,814 94
Amount of Belleville collections, by J. F. Way	61,312 48	
Do do McL. Stewart, Quebec	1,966 48	
		63,278 96
Amount of Western Timber collections at Department	73,529 56	
Do do by McL. Stewart, Quebec	14,188 19	
		87,717 75
Amount collected in 1873 on account of sale of Lake Huron Timber Berths of October, 1872—		353,811 65
Bonuses	275,100 25	
Ground Rents	7,662 00	
Interests	7,150 36	
		289,912 61
Total collection for Timber Dues, Ground Rents and Bonuses		643,724 26*

* Public Accounts, and Accountant's Statement, gives Collections of Woods and Forests $643,637 56 being $86 70 less than the above, the difference arises from a short credit to Woods and Forests from Belleville Agency in Departmental accounts, for an item of charges on settlers' timber.

THOS. H. JOHNSON,
Assistant Commissioner.

G. B. COWPER,
Chief Clerk in Charge.

WOODS AND FORESTS,
DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

APPENDIX No. 12.

STATEMENT of Amounts received in 1872–73, on account of Sale of Lake Huron Timber Berths of October, 1872, showing balance due 31st December, 1873.

	$ cts.	$ cts.
Amount of bonus at sale		592,601 50
Amount of ground rent for season 1872–73		10,064 00
Total of sale		602,665 50
Add interest included on a portion of the notes given		366 13
		603,031 63
Of the berths sold, 16 became forfeited, the purchasers not having complied with conditions of sale with respect to payments; 3 of these were subsequently disposed of to other parties, at the rate at which they were knocked down at the sale, and on the same conditions; leaving 13 berths forfeited and resumed, on which the bonus amounts to	49,290 00	
Ground rent	896 00	
		50,186 00
		552,845 63
Amount collected up to 31st December, 1872	236,346 23	
Do in 1873	282,762 25	
		519,108 48
Amount due 31st December, 1873		33,737 15

NOTE.—Of the above balance (which includes $72 ground rent on berth No. 148 for 1872–73, resold for season 1873–74, for which season only rent was collected), $11,398 50, with interest, $625 05, and ground rent, $142 00, was paid in December, 1873, too late to appear in collections, leaving actually due on sale as principal, 31st December, 1873, $22,338 65, which will be collected in 1874, with the exception of some $8,000 00, which is considered doubtful; in addition to the principal collected in 1873, there has also been collected $7,150 36 as interest, exclusive of the $625 05 paid in too late to appear in collections of 1873.

THOS. H. JOHNSON,
Assistant Commissioner.

G. B. COWPER,
Chief Clerk in Charge.

WOODS AND FORESTS,
DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1873.

APPENDIX No. 13.

STATEMENT of Gross Disbursements of the Department of Crown Lands for the year ending 31st December, 1873.

——	$ cts.	$ cts.
Commissions.		
A. S. Cadenhead	2,240 69	
W. Halpenny	150 84	
H. Hamilton	823 74	
A. Jackson	1,612 27	
J. McKibbon	452 31	
A. McNabb	1,515 55	
R. Macpherson	610 19	
E. Perry	376 59	
J. Sharman	781 56	
J. Wilson	134 89	
		8,698 63
Agents' Postage.		
D. Anderson	1 34	
J. D. Beatty	9 67	
A. S. Cadenhead	9 64	
J. Graham	39 01	
C. F. Holterman	82	
W. Jackson	21 53	
A. Kennedy	11 98	
C. W. Lount	57 10	
J. McKibbon	5 65	
A. McNabb	32 88	
R. Macpherson	15 35	
E. Perry	6 68	
J. Reeves	4 61	
E. Barron	2 74	
H. Hamilton	7 87	
		226 87
Salaries of Agents.		
D. Anderson	500 00	
J. D. Beatty	500 00	
J. Bowker	500 00	
C. P. Brown	500 00	
E. B. Barron	750 00	
A. A. Campbell	1,000 00	
J. Graham	500 00	
A. Kennedy	500 00	
C. W. Lount	1,000 00	
E. Playfair	500 00	
J. Reeves	500 00	
J. R. Tait	500 00	
J. B. McWilliams	2,000 00	
J. F. Way	1,440 00	
J. McInnes	800 00	
J. A. G. Crozier	500 00	
		11,990 00
Expenses of Inspectors Valuing Lands.		
J. Molloy	990 70	
H. O'Connor	314 50	
J. Kilborn	35 00	
J. McFayden	10 00	
J. Campbell	25 00	
J. Manning	284 00	

Carried forward .....

APPENDIX No. 13.—*Continued.*

STATEMENT of Gross Disbursements of the Department of Crown Lands for the year ending 31st December, 1873.

——	$ cts.	$ cts.
Brought forward		
Expenses of Inspectors Valuing Lands— Continued.		
E. Ganny	160 00	
C. J. Wheelock	320 00	
J. Meyer	130 00	
C. Johnson	326 73	
A. Shaw	690 00	
H. Denault	105 00	
J. Ritchie	355 00	
A. White	10 00	
J. McVeigh	308 50	
J. McCrea	372 90	
C. F. Weeks	125 00	
M. Sweeney	125 00	
W. S. Yates	25 00	
R. Lobb	30 00	
D. Morrow	16 75	
H. Wood	170 00	
J. Sheppard	140 30	
M. McKinnon	760 75	
F. McRae	10 00	
D. Scott	185 00	
W. McMahon	110 00	
J. Watterworth	45 00	
J. Reeves	64 10	
B. Watterworth	50 00	
W. Jackson	180 25	
W. Cassidy	50 00	
A. S. Cadenhead	24 67	
C. Culberton	135 00	
F. Robertson	95 00	
C. Royce	75 00	
J. Junkin	105 00	
D. Mills	220 00	
J. Burns	320 00	
P. Carrigan	110 00	
		7,609 15
Wood Ranging.		
W. McKay	1,326 50	
W. Russell	2,157 32	
S. M. Johnson	1,236 60	
J. B. Turgeon	650 00	
P. W. Freeman	1,613 80	
Thos. Lee	620 28	
W. Boucher	595 00	
George Bick	997 00	
J. Hiscott	505 00	
A. G. Judd	721 63	
John Kennedy	600 00	
T. B. Hely	758 00	
A. Gunn	944 00	
C. W. Beland	479 00	
D. Rose	812 34	
S. T. Soper	732 00	
D. Killins	490 00	
J. McDonald	535 00	
Carried forward		

APPENDIX No. 13.—*Continued.*

STATEMENT of Gross Disbursements of the Department of Crown Lands for the year ending 31st December, 1873.

——	$ cts.	$ cts.
Brought forward		
Wood Ranging.– Continued.		
J. Shaw	1,213 71	
J. B. Campbell	130 00	
C. Johnson	1,141 59	
J. Richey	570 00	
		18,828 77
Miscellaneous.		
A Fobin, counting logs	28 00	
George Bick, examining S in 9 Verulam	15 00	
A. Moffat, timber services	40 00	
W. Bell, inspecting timber	201 69	
J. Richey, do	136 30	
A. Kennedy, reporting *re* rafts	50 00	
E. Degeer, guarding timber	15 92	
G. B. Cooper, travelling expenses	50 00	
T. H. Johnson, do	70 00	
J. C. Tarbutt do	200 50	
J. A. Macinnes, board	318 00	
E B. Barron, disbursements	94 73	
A S. Cadenhead, do	3 96	
C. W. Lount, do	38 78	
A. McNabb, expenses at Toronto	95 40	
E. Perry, disbursements	2 56	
J. F. Way, do	437 08	
J. Wilson, timber services	225 00	
E. B. Barron, inspection	45 84	
C. W. Lount, do	49 24	
R. Macpherson, expenses at Toronto	49 00	
J. B. McWilliams, disbursements	66 68	
C. E. Belle, timber services	100 00	
W. Gunn, inspecting	30 00	
W. McKay, do	63 55	
J. Meyers do	2 00	
A. Cadenhead, inspecting	5 50	
J. B. Turgeon, distributing notices	106 50	
J. Shaw, checking returns	232 00	
S. T. Soper, do	40 50	
R. W. Scott, visiting Quebec	50 00	
George Bick, counting trees	95 00	
J. Brookhouse, compiling returns	48 00	
		3,006 73
Refunds		28,006 46
Colonization Roads		146,573 23
Surveys		59,850 79
Advertising		3,398 32
Office postage		500 00
Subscriptions		81 87
Contingencies		1,926 56
Carried forward		

APPENDIX No. 13.—*Concluded.*

STATEMENT of Gross Disbursements of the Department of Crown Lands for the year ending 31st December, 1873.

	$ cts.	$ cts.
Brought forward		
Board of Surveyors		390 00
Agents' Receipts.		
R. J. Oliver, applied	20 00	
A. Lesslie, do	68 13	
R. McVicar, do	6 00	
E. Brooks do	42 50	
R. J. Oliver, do	10 00	
		146 63
Scrip Issued.		
J. Sumner	47 00	
E. Shirley	100 00	
W. Denby	80 00	
T. Totten	300 00	
Mrs. W. C. Gwynne	3,124 30	
		3,651 30
		294,885 31

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1873.

APPENDIX No. 14.

RETURN of the number of persons located for Free Grants, and number of acres located, the number of purchasers and number of acres sold to locatees, under the Free Grants and Homestead Act of 1868, during the year 1873.

Township.	District or County.	Name of Agent.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.
Brunel	Muskoka	Charles W. Lount, Bracebridge P. O.	59	8127½	10	1992
Cardwell			7	1075	1	100
Chaffey			49	5848	2	70
Draper			22	2502	3	190¼
Macaulay			25	2087		
Monck			10	1213	1	10
Muskoka			27	3709		
Medora			22	2871	2	120
Morrison			24	3190	1	96
McLean			56	6905	1	76
Stevenson			28	3184	3	184
Stisted			56	7853	5	139
Watt			19	2136		
Wood			22	4044	4	245
Humphrey	Parry Sound	J. D. Beatty, Parry Sound	9	934	1	56
Foley			31	4616	1	119
Christie			13	2104	2	100
Fergusson			3	497	1	47
McKellar			20	3206		
McDougall			16	2194		
Hagerman			20	2946	2	47
Anstruther	Peterborough	D. Anderson, Apsley P. O.	4	400	1	25
Cardiff			13	2000		
Chandos			2	192		
Monmouth						
Minden	Peterborough	Joseph Graham, Bobcaygeon	9	926		
Stanhope			4	613		
Glamorgan						
Snowdon			10	1315½		
Anson	Victoria		5	496		
Hindon						

Mayo	Hastings	J. R. Tait, L'Amable	8	1317½	1	4
Carlow			7	773	1	3
Dungannon			10	1573	1	1
Herschell			1	98		
Monteagle			8	1189	3	5
Wicklow			3	587	1	2
Abinger	Addington	E. Playfair, Buckshot				
Denbigh	do					
Clarendon	Frontenac					
Palmerston					1	171
Miller						
Alice	Renfrew	A. Kennedy, Pembroke	7	961		
Buchanan			4	400		
Fraser						
Head			2	400	1	228
Petewawa			6	848		
Rolph			2	192	1	31
Wylie						
McKay						
Grattan	Renfrew	James Reeves, Egansville	23	2469	6	15
Algona, South			5	700		
Wilberforce			18	2347	3	300
Hagarty	Nipissing		33	4598	8	32
Richards						
Sherwood			15	1612	1	6
Broughan	Renfrew	F. Holterman, Vanbrugh				
Brudenell						
Griffith			1	200		
Lyndoch			2	400		
Matawatchan						
Raglan						
Radcliffe						
Sebastopol			2	121		
Carried forward						

APPENDIX No. 14.—*Continued.*

RETURN of the number of persons located for Free Grants, &c.

Township.	District or County.	Name of Agent.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.
Brought forward						
Korah	Algoma	C. P. Brown, Saulte St. Marie.	10	1120	8	477
Awéres						
Prince			4	420	2	146½
St. Joseph's Island	Algoma	J. Bowker, Bruce Mines	1	194		
			757	100603½	79	5038

J. C. TARBUTT,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1873.

APPENDIX No. 15.

STATEMENT of Crown Land Surveys in progress on 31st December, 1873, and amounts advanced thereon during the year 1873.

No.	Date of Instructions.	SURVEYOR.	SURVEY.	Amount advanced.
				$ cts.
1	15th January, 1869	Henry Creswick	Survey of part of the Township of Sunnidale	
2	24th August, 1872	C. C. Forneri	To survey a portion of Macgregor (under consideration)	700 00
3	1st October, 1872	J. L. P. O'Hanley	To survey of boundary between Ontario and Quebec	8,253 86
4	21st April, 1873	Silas James	To survey an exploring line from the Township of Chaffey to the mouth of the Mattawan river	5,600 00
5	19th May, 1873	Hugh Wilson	To survey the Township of Pic	3,250 00
6	19th May, 1873	Henry Lillie	To survey the Township of Nipissing	1,700 00
7	26th May, 1873	Quintin Johnstone	To survey the Township of Plummer	1,700 00
8	31st May, 1873	J. J. Francis	To survey the Township of Oliver	2,500 00
9	27th June, 1873	Robert Sparks	To survey the Town-plot of Clarkville	1,050 00
10	14th July, 1873	Hugh Wilson	To survey the Township of Sibley	3,250 00
11	8th August, 1873	William Bell	To survey the outlines of timber berths 60, 61 and 41, north of Lake Huron	2,100 00
12	1st November, 1873	Thomas O. Bolger	To subdivide the Township of Burns	500 00

THOS. H. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 31st, 1873.

APPENDIX No. 16.

STATEMENT of Crown Lands Surveys completed and closed during the year ending 31st December, 1873.

No.	Date of Instructions.	SURVEYOR.	DESCRIPTION OF SURVEY.	Amount paid.	Number of acres surveyed.
				$ cts.	
1	9th February, 1872	Hugh Wilson	To subdivide the Townships of Blake, Crooks and Pardee	1,323 10	127,231
2	17th May, 1872	Hugh Wilson	To locate, blaze and establish a road between Fort William and Pigeon River	510 00	34 miles
3	8th July, 1872	F. W. Armstrong	To subdivide a portion of Muskoka left unsurveyed	146 29	1,716
4	18th July, 1872	T. O. Bolger	To subdivide the Townships of Lyell and Sabine into farm lots	1,111 35	102,082
5	28th July, 1872	Quintin Johnstone	To subdivide the Township of Ettingham into farm lots	336 12	55,602
6	10th September, 1872	J. J. Haslett	To survey the line between the 10th and 11th con. of the Township of Lake	284 50	
7	2nd November, 1872	C. C. Forneri	To lay out a line for a winter road from Prince Arthur's Landing to Black Bay	2,022 21	41 miles
8	18th November, 1872	Francis Bolger	To subdivide the Township of Carling and part of the Township of Ferguson into farm lots	1,769 54	71,159
9	5th March, 1873	A. P. Salter	To subdivide the Township of Victoria, &c., and timber examination	5,825 13	42,225
10	10th April, 1873	William Bell	To subdivide the reserve at the mouth of the Mattawan into town and park lots	662 85	
11	20th May, 1873	William Bell	To finally locate the Pembroke and Mattawan Road, from the Mattawan bridge to the Roche Captaine settlement	434 00	
12	22nd May, 1873	A. B. Scott	To subdivide the Township of Neepigon	2,337 66	25,974
13	22nd May, 1873	A. B. Scott	To subdivide the Township of Dorion	2,327 31	25,859
14	23rd May, 1873	Thomas O. Bolger	To lay out and subdivide the Township of Brown	4,248 64	49,984
15	9th November, 1873	A. B. Scott	To subdivide the Township of McKenzie	913 02	50,217

THOS. H. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

APPENDIX No. 17.

STATEMENT of Mineral Lands which have been patented in unsurveyed Territory in the vicinity of Lake Shebandowan, &c., during the year ending December 31st, 1873, Applicants furnishing Plans, Field-notes and Descriptions.

No.	No. of Description.	PATENTEE.	DESCRIPTION OF MINING TRACT.	Acres.	Date of Patent.
					1873.
1	551	Albert D. Shaw	Locations D1, D2, D3, Lake Shebandowan	418·95	3rd January.
2	563	John Clark et al	do 72z, 68z, 69z, 71z, 73z, Shebandowan and Kashabowie	1,108·80	3rd do
3	557	Joseph Davidson	Blocks O No. 1 and O No. 2, Shebandowan	303	6th do
4	555	William Bell Frue	Locations 47z, 48z and Island A, Shebandowan	455·30	6th do
5	553	John McIntyre	do 51z and Islands B, C, D, in Lake Shebandowan	149·20	7th do
6	554	John McIntyre	do 46z, on West Shebandowan Lake	149·50	7th do
7	556	Peter McKellar	do 49z and 50z, Shebandowan	224·20	7th do
8	559	T. D. Ledyard	do K39, west of Lake Shebandowan	72·50	9th do
9	560	James F. Graham	do K60, Lake Shebandowan	100·62	9th do
10	558	James F. Graham et al	do 64z and 94z	467·20	10th do
11	561	Joseph Davidson	do K56, K57 and K58, Lake Shebandowan	710·90	10th do
12	564	Kenneth Chisholm	do 75z, 76z, 77z, 79z, Lake Shebandowan	981·95	11th do
13	567	S. J. Dawson	do W, W1, W2, Lake Shebandowan	221	11th do
14	583	Barnabas Wilcox	Island J1, Lake Shebandowan	27·80	5th March.
15	584	John Macdonald	do J2, J3, J4, J5, J6, J7, Lake Shebandowan	8·35	5th do
16	632	John Clark et al	Group of Islands lettered B, at south-westerly end of Lake Shebandowan	66	29th April.
17	641	William Blackwood	Location 78z, Shebandowan	72	6th June.
18	654	Thomas Marks	do K29, Lake Shebandowan	105	7th do
19	655	Thomas Marks	do K33, Lake Shebandowan	152	11th do
20	663	Hannah Ledyard	do K68, north-west of Lake Shebandowan	267·70	24th do
21	664	Hannah Ledyard	do K70, north-west of Lake Shebandowan	164	24th do
22	696	John Clark	do K37, west of Lake Shebandowan	80	22nd August.
			Total	6,395·97	

THOS. H. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

APPENDIX No. 18.

STATEMENT of Mineral Lands which have been patented in unsurveyed Territory in the District of Algoma, North Shore of Lake Superior, &c., during the year ending 31st December, 1873, Applicants furnishing Plans, Field-notes and Descriptions.

No.	No. of Description.	PATENTEE.	DESCRIPTION OF MINING TRACT.	Acres.	Date of Patent.
					1873.
1	562	Thomas W. Welsh	Location D5, near Heron Bay	80	6th January.
2	572	James Craig	Lots A and B in Chesley and Lot C in Anderson	834	20th do
3	578	A. C. Davis	Islands A and B in Otter Cove	16	12th February.
4	581	William B. Frue	Location 14M, east of Blue Stone River	80	26th do
5	582	Peter McKellar	do 13M, east of Blue Stone River	160	5th March.
6	626	S. K. Worthington	do 92z, near Prairie River	80	29th April.
7	625	S. K. Worthington	do 93z, mouth of Prairie River	63	29th do
8	667	William Grierson	do 69b, Quebec Harbour, Michipicoten Island	217·40	19th June.
9	723	Francis Smith	do 1, 2, 3, west of Little Pic River	402·50	3rd October.
10	725	Ambrose Cyrette et al	do C46, C47, C48, west of Little Pic River	318	20th do
11	729	Ambrose Cyrette et al	do C45, west of Little Pic River	160	27th do
12	742	Thomas L. Hillborn	do X, easterly of Algoma Mills	160	5th December.
13	744	James Stobie	do A, north-east of Echo Lake	80	9th do
14	745	William Griffith	do S, Michipicoten Island	776	9th do
15	746	Peter McKellar	do V49, V50, V51, west of Little Pic River	480	19th do
16	755	E. B. Borron	do Block A1, west of the Township of Plummer	345·50	20th do
			Total	4,252·40	

THOS. H. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

APPENDIX No. 19.

STATEMENT of Mineral Lands which have been patented in unsurveyed Territory in the District of Thunder Bay, North Shore of Lake Superior, during the year ending 31st December, 1873, Applicants furnishing Plans, Field-notes, and Descriptions.

No.	No. of Description.	PATENTEE.	DESCRIPTION OF MINING TRACT.	Acres.	Date of Patent.
					1873.
1	552	Albert D. Shaw	Location D4 Kaministiquia River	190·69	3rd January.
2	565	George Snider et al.	do No. 7, north of McIntyre	318	9th do
3	566	Samuel Brady et al.	The Arguros Islands, Neepigon Bay	400	9th do
4	568	Jos. W. Smith	Location 91z, north of Slate Islands	102·70	9th do
5	576	James Warnock	do 12x, north of Paipoonge	159	29th do
6	577	James McGee	Islands D, E, F, west of Black River	13	12th February.
7	592	Charles McFayden et al.	Location No. 8, north of McIntyre	548	25th do
8	615	Delevan D. Vannorman	Locations V3, V4, V5, west of Blue Stone River	620·40	11th March.
9	628	Robert Harkley	Island AL, near Pigeon River	10	16th April.
10	645	Alexander H. Sibley et al.	Tracts of land and water in front of Wood's Location	483·3	23rd May.
11	639	F. W. Monro	Location 64B, west of McTavish	161	5th June.
12	640	F. W. Monro	do 67B do	380	5th do
13	646	F. W. Monro	do 68B do	155	6th do
14	647	F. W. Monro	do 58B do	80	6th do
15	648	F. W. Monro	do 59B do	300	6th do
16	642	H. L. Hime	Islands 1, 2, 3, 4, 5, south of Concession A McTavish	1·13	6th do
17	710	Joseph Labei et al	Locations 20x and 21x on Neepigon Bay	231	13th August.
18	709	Thomas Christopher Sturdy	Location K55, west of Kaministiquia River	80·17	21st do
19	690	Colin Campbell et al	Locations 58B, 59B, 60B, 61B, River Neepigon	1059	21st do
20	691	John H. Munro	Location F7, north of McIntyre	160	21st do
21	708	William Wellington Waddell	Locations Nos. 2, 3, 4, Pays Plat Bay	243	22nd do
22	695	Marwood Gilbert et al.	Location K115, north of Jack Fish Bay	325·60	23rd do
23	673	S. J. Dawson	Tract of land covered by water surrounding Lambert Island	56·22	28th do
24	739	Kenneth Sutherland	Location Y1, west of Paipoonge	160	21st November.
25	746	Thomas D. Ledyard	do V 38, on Shesheeb Bay	154·20	9th December.
26	754	Euzebe Trombley et al	Location K117, north of the Township of Dorion	80	20th do
27	756	Thomas Douglas Ledyard	do No. 11, north of the Township of Dorion	160	22nd do
28	757	A. B. Scott et al.	do Y2, Y3, Y4, Y5, south-westerly from Paipoonge	400	22nd do
			Total	11381·11	

APPENDIX No. 20.

STATEMENT of Municipal Surveys for which Instructions were issued during the year ending 31st December, 1873.

No.	SURVEYOR.	No. and Date of Instructions.		SURVEY.	Date when confirmed.
			1873.		1873.
1	John Shier	343	25th January	To survey Lots Nos. 5 and 6, in the 3rd Con. of East Whithy	4th June.
2	John Shier	344	25th do	To survey Lot No. 20, in the 9th Con. of Pickering	19th July.
3	C. G. Hanning	345	25th March	To survey Lots Nos. 7, 8, 9, 10 and 11, in the 3rd Con. of Cartwright.	19th June.
4	R. Hamilton	346	25th do	To survey the Lots in the 1st Con. of Alfred.	
5	M. Deane	347	5th April	To survey the line between the 10th and 11th Con. of Eldon, fronting Lot 32.	
6	W. E. Yarnold	348	5th do	To survey Lots Nos. 5 and 6, in the 2nd Con. of East Whitby.	
7	C. G. Hanning	349	5th do	To survey Lot No. 8, in the 4th Con. of Darlington	12th May.
8	John Shier	350	5th do	To survey Lot No. 32, in the 5th Con. of Uxbridge.	
9	C. F. Caddy	351	7th do	To survey Lots No. 3 to 24, both inclusive, in Percy.	
10	W. G. McGeorge	352	15th do	To survey the line between Gore A and the 7th Con., the line between the 6th and 7th Con., the line between the 5th and 6th Con. and the line between the 4th and 5th Con., from the westerly boundary to the eastern line between Lots 18and 19; also the lines between the 3rd and 4th, 2nd and 3rd, and 1st and 2nd, from the said eastern town line to where they intersect the side roads in rear of the front lots, in the Township of Raleigh.	
11	F. W. Armstrong	353	15th do	To place durable monuments at the extreme north and south sides of the Village of Orillia, in the centre line between the 4th and 5th Con. of Orillia, at the angles 9 and 10 south side, 5 and 6 north side, and 7 and 8 on the said line.	
12	W. G. McGeorge	354	24th do	To survey the line between the 4th Con. and the range of lots north on the middle road, Township of Orford.	
13	C. G. Hanning	355	24th do	To survey Lots Nos. 33 and 34, in the 8th Con. of Darlington	10th May.
14	W. E. Yarnold	356	4th June	To survey Lot No. 2, in the 2nd Con. of Uxbridge.	

APPENDIX No. 20.—*Continued.*

STATEMENT of Municipal Surveys for which Instructions were issued during the year ending 31st December, 1873.

No.	SURVEYOR.	No. and Date of Instructions.		SURVEY.	Date when confirmed.
			1873.		
15	W. E. Yarnold	357	16th July	To survey Lots Nos. 32 and 33, in the 5th Con. of Scott.	1873.
16	W. E. Yarnold	358	17th do	To survey Lots Nos. 26, 27, 28, 29, 30, 31 and 32, in the 4th Con. of Uxbridge	
17	John Shier	359	16th do	To survey Lot No. 6, in the 1st Con. (fronting on Lake Ontario), and Lot No. 6, in the 2nd, 3rd, 4th and 5th Con. (Colonel Smith's block), Township of Etobicoke, and to place monuments at the north-east and south-east angles of said lots.	
18	W. E. Yarnold	360	20th September	To survey Lot No. 12, in B F, East Whitby	5th December.
19	W. E. Yarnold	361	20th do	To survey Lot No. 15, in the 2nd Con. of Pickering.	
20	John Shier	362	16th December	To survey Lots Nos. 31 and 32, in the 9th Con. of Whitby.	
21	W. E. Yarnold	363	16th do	To survey Lots Nos. 1, 2, 3, 4, 5 and 6, in the 7th Con. of Reach.	
22	P. S. Gibson	364	18th do	To survey and place monuments at the front angles of all lots north of No. 21, at the south-east angles of Lots Nos. 26 and 31, and at the north-east angles of Lots Nos. 25 and 30, all in the 2nd Con. of E. Gwillimbury. Also to survey and place permanent monuments at the south-east angles of Lots Nos. 16 to 21 and Lot No. 23, and at the north-east angle of Lot No. 20, all in the 8th Con. of said township.	
23	John Shier	365	31st do	To survey Lots Nos. 15, 16, 17 and 18, in the 11th Con. of Reach.	

THOS. H. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

APPENDIX No. 21

STATEMENT of Municipal Surveys confirmed during the year ending 31st December, 1873.

No.	SURVEYOR.	No. and date of Instructions.		SURVEY.	Date when confirmed.
					1873.
1	William E. Yarnold	313	19th April, 1871.	To survey Lot No. 16, in the 5th Con. of Reach	9th January.
	C. F. Caddy	320	31st July, 1871.	To survey Lots Nos. 3 to 21 in the 7th and 8th Cons. of Percy	27th do
	C. F. Caddy	328	11th April, 1872.	To survey Lots Nos. 3 to 24 in the 9th Con. of Percy	27th do
4	William E. Yarnold	242	9th October, 1866.	To survey the western boundary of Reach	8th February.
5	B. Springer	335	26th July, 1872.	To survey Lots Nos. 1 to 12, both inclusive, east of the Mitchell Road, Lots Nos. 1 to 13, both inclusive, in 15th Con., and Lot 13, in the 14th Con. of Blanshard	15th February.
6	C. G. Hanning	330	9th July, 1872.	To survey Lots Nos. 31, 32, 33, 34, and 35, in the 11th Con. of Clarke	19th do
7	William E. Yarnold	324	30th January, 1872.	To survey Lots Nos. 16, 17, 18, 19, and 20, in the 4th Con. of Uxbridge	9th April.
8	C. G. Hanning	355	24th April, 1873.	To survey Lots Nos. 33 and 34, in the 8th Con. of Darlington	10th May.
9	C. G. Hanning	349	5th April, 1873.	To survey Lot No. 8, in the 4th Con. of Darlington	12th do
10	C. G. Hanning	342	31st December, 1872.	To survey Lots 25 to 35, inclusive, in the 10th Con. of Clarke	2nd June.
11	W. H. L. Lapenotiere	341	29th November, 1872.	To survey Lots 1, 2, 3, 4, 5, 6, 7, 8, and 9, in the 2nd Con. east side of the Grand River, Township of Pilkington	4th do
12	John Shier	343	25th January, 1873.	To survey Lots 5 and 6, in the 3rd Con. of East Whitby	4th do
13	J. J. Francis	340	14th September, 1872.	To survey the line between Howard and Harwich from Lake Erie to the boundary established by the Commissioners	4th do
14	C. G. Hanning	345	25th March, 1873.	To survey Lots Nos. 7. 8, 9, 10, and 11, in the 3rd Con. of Cartwright	19th do
15	John Shier	344	25th January, 1873.	To survey Lot No. 20, in the 9th Con. of Pickering	19th July.
16	John Shier	337	10th October, 1872.	To survey Lots Nos. 17 and 18, in the 8th Con. of Reach	14th August.
17	William E. Yarnold	360	20th September, 1873.	To survey Lot No. 12, in the broken front of East Whitby	5th December.
18	William E. Yarnold	270	24th August, 1868.	To survey Lot No. 6, in the 9th Con., and Lot No. 13, in the 16th Con. of Reach	10th do
19	C. F. Caddy	351	7th April, 1873.	To survey Lots Nos. 3 to 24, both inclusive, in the 6th Con. of Percy	18th do
20	Alfred Wilson	327	12th April, 1872.	To survey and place posts at the N. E. and N. W. angles of No. 1, Lake Road, West Con. of Bosanquet	30th do

THOS. DEVINE,
Deputy Surveyor-General.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873

APPENDIX No. 22.

THE BOARD OF EXAMINERS OF PROVINCIAL LAND SURVEYORS.

The Board meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July and October in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter not being a holiday. 22 Vic., cap. 77, Consolidated Statutes of Canada.

PRELIMINARY EXAMINATIONS.

All persons before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz.:— Vulgar and Decimal Fractions, the Extraction of the Square and Cube Root, Practical Geometry, Euclid, Plane Trigonometry, Mensuration of Superficies, and the use of Logarithms; good Writing and Spelling required.

FINAL EXAMINATION.

Final candidates before obtaining a license to practise, undergo a strict and searching examination by the Board of Examiners, as to their proficiency in Euclid, Plane and Spherical Trigonometry, calculation of areas by means of the traverse tables, &c., laying out and dividing up of land, the adjustment and use of the Transit or Theodolite, Astronomy, including the calculations necessary to determine the latitude by meridian altitudes of the sun, moon or stars, or by double altitudes; finding the time by an observation; finding the time when any star passes the meridian, with the time of its elongation; Azimuth angle and variation of the compass; the method of keeping field-notes, drawing up descriptions by metes and bounds for insertion in deeds, taking affidavits in the matter of disputed boundaries; the law regulating surveys; Geology; and also as to their proficiency as draughtsmen.

STATEMENT of the Names of Preliminary and Final Candidates who have passed their Examination before the Board of Examiners of Land Surveyors for Ontario, during the year 1873.

PRELIMINARY CANDIDATES.

Archibald McVittie	John A. Kirk	William A. Phipps
John Standly	Charles A. Magrath	William H. Furlong
Robert T. Pope	Lauchlin A. Hamilton	H. N. Coutlie
James K. McLean	Hargreaves Kippax	Charles A. Lett
Charles H. Morse	Isaac L. Bowman	George Smith
William H. Holland	Richard A. Davy	John H. Smythe
James F. Garden	John A. Dargan	John R. Copeland
Henry H. Hurlburt	Thomas R. Hewson	Samuel H. Reynolds
James A. Macmillan	Frederick W. Wilkins	Richard S. Little
John J. Macdonald	Werman Gifford	Thomas St. C. Gore
Frank L. Cutten	Robert Quigley	Charles A. Shaw
William M. Manigault	Alfred Love	Henry D. Ellis
Robert M. Bonfellow	William Dunlop	Alexander W. McTaggart
Richard P. Fairbairn	William Banks	Charles Batstone
Samuel Campbell		

FINAL CANDIDATES.

William John Macdonald	Isaac Traynor	Alexander L. Russell
Charles E. Wolff	James H. Reiffenstein	Tom Kains
Allan P. Patrick		

APPENDIX No. 23.

STATEMENT of Work performed in the Survey Branch during the year ending 31st December, 1873.

1	27	Instructions and letters of instruction for Crown Surveys prepared.
2	10	Crown Surveys examined, completed and closed.
3	23	Instructions for Municipal Surveys prepared and entered.
4	87	Plans of Private Surveys examined.
5	36	Plans to accompany instructions prepared.
6	555	Plans compiled and copied. This number does not include colouring maps of Dominion, Lakes Superior and Huron, and Ottawa and Huron Territory, of which over 1,000 were coloured.
7	20	Municipal Surveys examined and confirmed.
8	466	Letters relative to surveys prepared, written and entered.
9	46	Mining letters prepared, written and entered.
10	23	Reports to Council relative to Municipal Surveys drawn up and entered.
11	525	Pages of Field-notes copied.
12	67	Plans of Mining Locations examined.
13	96	Railway plans and books of reference examined and certified to.
14	15	Surveyor's accounts for surveys audited and closed.
15	249	Pages of applications and descriptions relative to Mining Lands were copied in February and March, being a return called for by the House of Legislature.

NOTE.—The foregoing Statement does not account for the time spent in furnishing information to parties applying personally at the Surveyor's Branch, who are unable to gain the information they require without the assistance of the head of the branch, and then much careful research into the old correspondence, plans and field-notes and other documents is necessary in order to insure reliability in the information given, which is frequently used as legal evidence in courts of law in disputed cases.

THOS. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

APPENDIX No. 24.

DEPARTMENT OF CROWN LANDS.

STATEMENT of Letters Registered in the years 1873 and 1872.

YEARS.	BRANCHES.						TOTAL.	Names Indexed.	Enclosures.	Orders in Council.	Returned, not called for at address.
	Sales and Free Grants.	Accounts.	Surveyors.	Woods and Forests.	Colonization Roads.	Transferred to other Departments.					
1873.....	14,835	4,412	1,154	2,953	1,215	49	24,618	32,500	43,000	33	102
1872.....	13,211	3,507	983	3,001	847	65	21,614	28,500	40,000	57	78
Increase	1,624	905	171	.....	368	.....	3,004	4,000	3,000	.....	24

THOS H. JOHNSON,
Assistant Commissioner.

JOHN MORPHY,
Registrar.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873

APPENDIX No. 25.

COMPARATIVE STATEMENT of Patents issued by the Crown Land Department during the years 1872 and 1873.

Number of Patents issued in 1872	2673
Do 1873	3402
Increase	729

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1873.

RETURN

To an Address of the Legislative Assembly, to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, Copies of all correspondence and agreements between the Government and the Canada Car Company.

2. All contracts and all advertisements for tenders for contracts relating to the various works upon the Central Prison.
3. All Orders in Council relating to said prison or the works belonging thereto.
4. All correspondence between the Government and the various contractors upon said works, or their Solicitors or Agents.
5. The names and residences of all contractors upon said works, and all persons employed by the Government to carry out the same.
6. A statement in detail of the full expenditure upon said Central Prison Works (including the cost of land) up to the present time, with the exception of papers which have been already presented to the House.

By Command,

C. S. FRASER.

Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 25th February, 1874.

CENTRAL PRISON WORKS CONTRACTS.

No.	Contractors' Names.	Residence.	Date of Contract.	Work Contracted for.	Per lb.	Total.
					$ cts.	$ cts.
1	John Elliott	Brantford	Sep. 13, 1871.	Main buildings, steam heating, roads, drains, boundary walls, asbpits		129,321 00
1½	John Elliott	do	July 3, 1873.	Memorandum of agreement		
2	Hugh Henessy	Hamilton	May 9, 1872.	Stones, with locks and keys		3,300 00
3	Thomas Lalor	Toronto	July 19, 1872	Iron work for working cells		1,984 84
4	Lalor & Wilkie	do	July 19, 1872	Iron doors for do	12	
5	Dickey, Neill & Co.	do	Oct. 6, 1872.	Iron work for water supply, columns, &c. } cast iron wrt. iron	5 10	
6	Dickey, Neill & Co.	do	Jan. 2, 1873	Steam engines, &c		9,990 00
7	John Wilkie	do	Jan. 3, 1873	Iron doors for cells and passages	12½	
8	Neil Currie	do	Jan. 14, 1873.	Cupolas, &c.		7,065 00
9	Canada Car Co.	do	July 14, 1873.	Sundry works, as furnaces, cranes, &c., &c.		23,958 00
10	Dinnis & Chard	do	Aug. 7, 1873.	Cribbs, well, coffer-dam, &c.		2,250 00
11	John Lamb	do	Oct. 4, 1873.	Artificial stone coping for walls, &c.	at rates	given,
12	Richard Dinnis	do	Oct. 14, 1873.	Fence		1,400 00

Advertisements for Tenders for Contracts, 1871-3.

Wm. Edwards to J. P. Wagner: *re* tenders and contracts.—January 30th, 1874.
J. P. Wagner to Wm. Edwards: with tenders and acceptances.—January 31st, 1874.
J. P. Wagner to H. M. Melville: accepting tender for carpenter and joiner's work.—Oct. 11th 1873.
J. P. Wagner to George Harding: accepting tender for plumbing and heating.—Oct. 1st, 1873.
J. P. Wagner to Thomas Lalor and Sons: accepting tender for iron work.—Oct. 16th, 1873.
J. P. Wagner to M. O'Connor: accepting tender for painting and glazing.—Oct. 1st, 1873.
John Duckworth to J. P. Wagner: *re* tender for plastering and white-washing.—Aug. 20th, 1871.
J. P. Wagner to John Duckworth: acceptance of tender for plastering, &c., &c.—Oct. 11th, 1873.
Robert Rennie to J. P. Wagner: *re* tender for slating.—Sep. 25th, 1873.
J. P. Wagner to Robert Rennie: acceptance of tender for slating.—Sept. 27th, 1873.
George Ringham to J. P. Wagner: *re* tender for galvanized iron work.—Sept. 25th, 1873.
J. P. Wagner to George Ringham: acceptance of tender for iron work.—Nov. 3rd, 1873.
James Clark and Van Every to J. P. Wagner: *re* tender for flat stone.—Jan. 24th, 1874.
J. P. Wagner to James Clark and Van Every: accepting tender for flat stone.—Feb. 2nd 1874.
Robert Rennie to J. P. Wagner: *re* tender for slating.—Jan. 7th, 1874.
J. P. Wagner to Robert Rennie: accepting tender for slating.—Jan. 9th, 1874.
Rice, Lewis and Son to J. P. Wagner: *re* tender for sheet iron,—Oct. 23rd, 1873.
J. P. Wagner to Rice, Lewis and Son: accepting tender for sheet iron—Oct. 23rd, 1873.
Thomas Lalor and Sons to J. P. Wagner: *re* tender for iron work.—Oct. 22nd, 1873.
J. P. Wagner to Thomas Lalor and Sons: accepting tender for iron work.—Oct. 24th, 1873.
O. Cosgrove to J. P. Wagner: *re* tender for filling and levelling.—Nov. 12th, 1873.
J. P. Wagner to O. Cosgrove: accepting tender for filling and levelling.—Nov. 13th, 1873.
Richard West and Richard Taylor to J. P. Wagner: *re* tender for gravel.—Jan. 24th, 1874.
J. P. Wagner to Richard West and Richard Taylor: accepting tender for gravel.—Jan. 26th, 1874.
George Ringham to J. P. Wagner: *re* tender for preparing and putting on sheet iron.—Oct. 31, 1873.
J. P. Wagner to George Ringham: accepting tender for tinsmith work.—Sept. 26, 1873.
Hon. John Carling to W. J. Sutton & Co.: accepting tender to construct Central Prison.—Aug. 28, 1871.
W. J. Sutton & Co. to Hon. John Carling: withdrawing tender for construction of Central Prison.—Aug. 29, 1871.
R. J. Sutton to Hon. John Carling: *re* telegram—Waterhouse went East.—Sept. 5, 1871.
Hon. John Carling to R. J. Sutton: telegram—communicate with your sureties; contract not delayed beyond to-morrow.—Sept. 6, 1871.
R. J. Sutton to Hon. John Carling: telegram—send contract to be signed.
Hon. John Carling to R. J. Sutton & Co.: *re* telegram—Mr. Davis has contract (left by G. W. Train) for execution.—Sept. 11, 1871.
John Davis to F. T. Jones: *re* telegram—tell Mr. C. no sureties here to sign.—Sept. 11, 1871.
Hon. John Carling to R. J. Sutton & Co.: *re* telegram—not fulfilling engagement; contract given to next lowest tender.—Sept. 12, 1871.
Wm. Edwards to Hugh Hennessy: accepting tender, lock and stone.—Jan. 31, 1872.
Geo. Taylor to Kivas Tully: lock and stones not equal to sample.—April 29, 1872.
Kivas Tully to Hon A. M'Kellar: to notify not to accept stones not equal to sample.—April 29, 1872.
Wm. Edwards to Hugh Hennessy: intimating stones not in accordance with sample.—April 29, 1872.
Kivas Tully to Hon. A. McKellar: contractor resuming work at Central Prison.—May 14, 1872.
Kivas Tully to John Elliott: additional work at Central Prison required.—May 21, 1872.

J. W. Langmuir to Hon. A. McKellar: recommendation that Kingston stones water, lime, &c. be used at Central Prison.—May 21, 1872.

Hon. A. McKellar's approval of same.

Kivas Tully to John Elliott: *re* extra bricklayers and masons required at Central Prison.—July 9, 1872.

Kivas Tully to John Elliott: *re* frames and sashes to be covered from weather.—July 17, 1872

Kivas Tully to John Elliott: alterations to be made in windows and doors, &c.—July 17, 1872.

J. W. Langmuir to Honourable A. McKellar: *re* alteration in Central Prison ware-room and recommendation prisoners to work in Canada Car Company's Foundry.—Sept. 25, 1872.

Wm. Edwards to Lewis Moffatt and Hugh Baines: *re* purchase of Block of Land for Canada Car Company.—Oct. 3, 1872.

J W. Langmuir to Honourable A. McKellar: recommending a proper person to take charge of machinery. Oct. 29, 1872.

John Elliot to Kivas Tully: *re* American slates.—Nov. 6, 1872

Kivas Tully to Honourable A. McKellar: recommending to pay Elliott $2 00 extra for American slates.—Nov. 6, 1872.

Kivas Tully to John Elliott: granting permission to use American slate.—Nov. 6, 1872.

Hon. A. McKellar to Dickey, Neill & Co.: accepting tender for engines, boilers, shafting, &c. —Dec. 2, 1872.

F T. Jones to Dickey, Neill & Co: sureties required due performance of contract.—Dec. 6, 1872.

J. W. Langmuir to Honourable A McKellar: Mr. Banks' specification for shafting and fixtures, &c., and advising Messrs. Dickey. Neill & Co., of same.—Dec. 16, 1872.

J. W. Langmuir to J. G. Scott: additional expenditure incurred between Government and Canada Car Company.—Jan. 14, 1873.

Kivas Tully's estimate for extra expenditure.—Jan. 14, 1873.

Wm. Edwards to J. W. Langmuir: instructions to Reformatory warden to have gratings completed.—March 4, 1873.

Wm. Edwards to Kivas Tully: to furnish information to Inspector of Prisons respecting Canada Car Company's contract.—March 13, 1873.

John Elliott to Honourable A. McKellar: extra work done, not including foundry and estimate for foundry.—March 7, 1873.

Kivas Tully to Hon. A. McKellar: respecting alterations, water-closets, drains, plans, &c.—March 15, 1873.

Wm Edwards to John McBean & James Price: to make examinations, measurements and estimates. April 1, 1873.

Kivas Tully to Hon. A. McKellar: Inspector Prisons Report as to reduction of the buildings and fittings in connection with the Canada Car Company.

Kivas Tully to John Elliott: to supply sixty stones for cells, of Berea stone.— April 8, 1873.

Kivas Tully to John Elliott: size of glass in sashes, and hanging of same with lines and pullies.—April 17. 1873.

Kivas Tully to John Elliott: risk of fire in building.—April 17, 1873.

Wm. Edwards to Hugh Hennessy: agreement ready to be signed for locks and stones.—May 3, 1873.

J. G. Scott: Copy of Order in Council approved.—May 23. 1873.

" Canada Car Company's Works being carried out.—Jan. 15, 1874.

Hon. A. McKellar to His Excellency in Council: Inspector of Prisons Report, plans and estimates with Canada Car Company as to certain works.—May 16. 1873.

James P. Edwards to Kivas Tully: Inspector's report to Hon. Mr. McKellar, respecting alterations.—May 13, 1873.

James P. Edwards to Kivas Tully: Inspector's report *re* increasing capacity.—May 13, 1873.

James P. Edwards to Hugh Hennessy: rejection of 33 Lock stones out of 76 received.—May 22, 1873.

Arch. McKellar to John McBean: instructions to measure and report quantities and material required.—May 22, 1873.

Kivas Tully to Hon. A. McKellar: recommending schedule prices for cut stone jambs, &c., be increased.—June 4, 1873.

Kivas Tully to John Elliott: instructions to make alterations in construction.—June 9, 1873.

Kivas Tully to John Elliott: *re* filling up hollow, and supplying lock stones for cells.—June 11, 1873.

J. W. Langmuir to Hon. A McKellar: respecting pushing forward work to be in good time for Prison labour, by 1st Jan. 1874.

James P. Edwards to Kivas Tully: Inspector of Prisons' Report *re* plans and specifications of certain works.—June 21, 1873.

James P. Edwards to Kivas Tully: Inspector of Prisons' Report, pushing forward works, defects in water closets, building Laundry and Bakery.—June 21, 1873.

James P. Edwards to Kivas Tully: Inspector of Prisons' Report, for erection of four instead of three lines of cells.—June 21, 1873.

Kivas Tully to H. Hennessy: *re* lock stones, approved by Clerk of Works, to be forwarded. —June 29, 1873.

Kivas Tully to Hon. A. McKellar: recommending handing over workshops and foundry to Canada Car Company.—June 29, 1873.

Kivas Tully to John Elliott: instructions to build boundary wall according to prices agreed on.—July 17, 1873.

Kivas Tully to Hon. McKellar: Report on the extension of pipes from Engine House to the Lake, and recommend accepting Richard Dennis's tender for crib work and copper dam. —July 17, 1873.

James P. Edwards to R. Dinnis & Co.: accepting tender for construction of crib work and coffer dam at Asylum Water Works.—July 29, 1873.

James P. Edwards to Dickey, Neill & Co.: accepting tender for pipes and joints at Asylum Water Works.—July 29, 1873.

Hon. A. McKellar to Dickey, Neill & Co.: acceptance of tender for two large boilers.—July 30, 1873.

Kivas Tully to John Elliott: necessity for prosecuting the work with vigour, and foundation wall ready to receive cut stone and brickwork.—August 6, 1872.

M. Wilson, P. Sec't'y., to James Pepler, Sec't'y. and Treasurer: money due to Canada Car Company.—August 11, 1873.

Joseph Sheard to Hon. A. McKellar: enclosing award for foundry and other buildings, returned.—August 19, 1873.

Kivas Tully to John Elliott: necessity completing building by 1st Dec., 1873, and urging employing more men, and procuring material.—Sept. 1, 1873.

Kivas Tully to Hon. A. M. McKellar: completion of building and contract with Canada Car Company.—Sept. 1, 1873.

Hon. A. McKellar to Mr. Elliott: notifying building to be completed not later than the 15th Dec., 1873, otherwise Goverment will take possession of same.—Sept. 5, 1873.

Wm. Edwards to R. Dinnis & Co.: accepting Tender for Fence.—September 9th, 1873.

Wm. Edwards to John Lamb: accepting tender for coping for outer wall.—September 9th. 1873.

Hon Mr. McKellar to Kivas Tully: extension of time to Mr. Elliot not adopted.—September 10th, 1873.

Wm. Edwards to Dickey, Neill & Co.: to complete the main and shafting immediately.—September 11th, 1873.

Wm. Edwards to Neil Currie: cupolas not yet bricked, and report progress.—September 11th, 1873.

Kivas Tully to Hon. A. McKellar: recommending an extra staff of mechanics to complete by 15th December.—Sep. 12, 1873.

Wm. Edwards to C. P. Hanaford: Gov't. to lay third rail to connect with N. R. R.—Sep. 12, 1873.

Kivas Tully to John Elliott: alterations in chapel and hospital.—Sep. 15, 1873.

Kivas Tully to Hon. A. McKellar: report that the workmen are reduced by contractor.—Sep. 15, 1873.
Kivas Tully to Hon. A. McKellar: report the establishment will not be completed by the 15th Dec. 1873.—Sep. 15, 1873.
John Elliott to Hon. Arch. McKellar: "telegram" from Ottawa, six stone cutters left here. Sep. 15, 1873.
Kivas Tully to Hon. A. McKellar: report machinery complete for Canada Car Company, by end of present month.—Sep. 16, 1873.
Dickey, Neill, & Co to Wm. Edwards: respecting machinery shafting and pulleys.—Sep. 17, 1873.
Hon. A. McKellar to John Elliott: notifying the works to be taken out of his hands.—Sep. 18, 1873.
Kivas Tully to Hon. Mr. McKellar: taking possession of building.—Sep. 23rd, 1873.
Wm. Edwards to Hugh Baines: removing posts from workshops.—Sep. 26, 1873.
Wm. Edwards to H. J. Thompson: gas service.—Sep. 26, 1873.
H. J. Thompson to Wm. Edwards: " October 2, 1873.
Kivas Tully to J. P. Wagner: construction of fourth tier of cells.—Oct 4th, 1873.
Kivas Tully to J. P. Wagner: instructions as to work to be done.—Oct. 8th, 1873.
Hon. Mr. McKellar to C. J. Brydges: *re* track to buildings.—Oct. 14, 1873.
Kivas Tully to J. P. Wagner: *re* instructions additional work.—Oct. 16, 1873.
Kivas Tully to J. P. Wagner: *re* alteration ; lining rafters with sheet iron.— Oct. 17, 1873.
Wm. Edwards to Fred. Cumberland: connection of track with G. T. R.—Oct. 17, 1873.
Kivas Tully to H. Hennessey: certificate for 50 locks and 36 stones.—Oct. 18, 1873.
Kivas Tully to J. P. Wagner: Hennessey notified cease making lock stones.—Oct. 18, 1873.
Wm. Edwards to H. J. Thompson: estimate for gas pipe.— Oct. 20, 1873.
J. W. Langmuir to Hon. A. McKellar: alterations in dormitories.—Oct. 22, 1873.
H. J. Thompson to Wm. Edwards: gas service.—Oct. 28, 1873.
Wm. Edwards to H. J. Thompson: declining to lay a main pipe.—Oct. 29, 1873.
H. Thompson to Wm. Edwards: consenting to lay a main pipe — Oct. 31, 1873.
Wm. Edwards to H. J. Thompson: accepting proposition to lay main pipe.—Nov. 1, 1873.
Hon. A. McKellar to Geo. Harding: lighting work shops.—Nov. 13, 1873.
Kivas Tully to Hon. A. McKellar: report on lighting.—Nov. 19, 1873.
Wm. Edwards to C. Banks: services not required.—Dec. 5, 1873.
Wm. Edwards to James Clarkson: appointment as engineer.—Dec. 5, 1873.
Wm. Edwards to Hugh Baines: defects in switches for railway.—January 8, 1874.
Statement of expenditure to December 31, 1873,
Inspector of Prison's Report, 1871-2.
Do do do 1872-3.
Kivas Tully to J. P. Wagner.—Jan. 21, 1874.

Copies of Contract and Advertisement for Tenders prior to assumption of the Works of Construction by the Government in September, 1873.

DEPARTMENT OF PUBLIC WORKS, ONTARIO, 1871.

SPECIFICATION OF SUNDRY WORK TO BE CONTRACTED FOR, IN THE CONSTRUCTION OF A CENTRAL PRISON, TO BE ERECTED AT TORONTO, IN ACCORDANCE WITH THE ACCOMPANYING DRAWINGS, NUMBERED FROM ONE TO ELEVEN INCLUSIVE.

PRELIMINARY OBSERVATIONS.

The buildings are to be erected on the Ordnance property lately purchased from the Dominion of Canada, near the western limit of the city, in accordance with the drawings and

specifications, comprehending what may be reasonably implied, though not particularly mentioned.

The care of the works included under the contract shall be entirely with the Contractor, who shall be solely liable and responsible for any loss or damage, by fire or otherwise, that may occur during their progress, until the same have been delivered up to, and accepted by, the Commissioner as complete in every respect.

The Contractor to construct an office for the Clerk of the Works in a convenient position on the ground; and the said office to be of frame, 18 feet long, 12 feet wide, 10 feet in height, and shingled; provide a table and drawers, with lock, for security of the plans and other papers.

The plans are on no account to be removed from the office of the Clerk of the Works, on the premises, but access can be had to them, or copies taken, at all reasonable times.

The foundations of the buildings to be constructed this season, and covered up with inch boards during the winter, so as to protect them from the frost; and any damage done by frost to be made good by the Contractor.

The whole of the works described in this specification, or shown on the plans, to be performed in the most substantial and workmanlike manner, to the entire satisfaction of the Commissioner and the Architect and Engineer of the Department of Public Works.

Two securities to be named in the tender, to be bound jointly with the Contractor or Contractors, in a sum equal to double the amount of the tender, for the due fulfilment of the contract.

Excavator.

Make the necessary excavation for the foundations to all the walls to the depths as shown on the drawings, the trenches to be the same width as the footings, and not to be filled in until directed by the Clerk of the Works.

The surface soil inside the area of the buildings, one foot in depth, to be removed and deposited on the ground where directed by the Clerk of the Works.

The spaces round the foundation walls to be filled in with earth, and closely rammed, when the walls are sufficiently dry for the purpose.

The whole of the quadrangle and ten feet outside the buildings and yard wall to be filled to the levels as shown, and sloped to the drains for carrying off surface water. The surplus earth from the excavations beyond what is necessary for the filling above specified, to be deposited in front of the prison, or in such position round the same as shall be directed during the progress of the works.

The surface of the ground on the outside round the buildings and yard-wall to be sloped three inches for a distance of ten feet.

Make the necessary excavations for the main and branch drains, water-supply and rain-water pipes, as shown in the foundation and block plan.

Sink one well where shown on the block plan, to a sufficient depth to get a good supply of water. The sides to be bricked up with hard clinkers. Well to be three feet in the clear.

When the drains are built, the spaces to be filled in to the level of the surface, and well rammed: and in case the soil should sink afterwards, the spaces to be again filled and rammed.

The surface of the ground round the building inside the wall to be gravelled and sodded as shown.

Mason and Bricklayer.

Construct main and branch drains, where shown, to be of brick and glazed tile pipe, as hereinafter described, to be laid according to levels to be given during the progress of the works, each joint to be made good with water lime and sand in equal proportions.

Where junctions are made, the junctions to be moulded with pipe of the sizes required, and joints to set in water lime and sand as above stated.

The branch drains from water-closets, baths, down-pipes and sinks to be constructed of glazed tile pipe, of the sizes as figured on the foundation plan.

The overflow pipes from the down pipes and well to branch drains to be trapped.

The tile drains from each down pipe to have curved bends to the surface of the ground.

Build dwarf walls nine inches in thickness where shown on the foundation plan to support joints in the basement of the centre building and flagging in both wings round the cells, the spaces between the walls to be filled with concrete six inches in thickness.

The concrete, where specified to be used, to be composed of three parts of broken stones, two of coarse sand and gravel, two of water lime, and one of common lime, to be well grouted with liquid mortar, two parts of sand and one of lime, and properly levelled on the top.

The foundation walls to be constructed of Lake or Georgetown stone laid in courses fifteen inches in height, in mortar in the proportions of three parts sand to one of water lime and common lime in equal proportions, to be well grouted with liquid mortar, and to be levelled off at the ground line.

The whole of the walls on the outside, above the ground line, to be built of white bricks of the best description, with plinths, arches, string courses, jambs, quoins, and other projections as shewn on the drawings.

The internal walls, arches of cells, and arches over corridors, round cells, to be built of good, sound, well burnt common brick. The spandrels of the arches to the underside of the flooring of the cells to be filled in with concrete.

The bricks to be laid in good brick mortar, composed of two and a half parts of sharp sand to one of the best water lime, and common lime in equal proportions; the bricks to be wet before setting, and each course to be well flushed with mortar.

No four courses of bricks to exceed one inch beyond the collected height of the bricks.

The joints of the external work to be struck with a tuck iron, the joints of the internal work to be left rough for plastering, except otherwise specified.

Construct two large chimneys, seventy-five feet in height from the ground line, to be eight feet square, and tapered above the roof. The projections to be on the outside, and coped with stone as shown.

Build brickwork round two boilers, and set same in fire bricks for furnace beds complete.

Lay floor of brick on edge in the bucket-sheds and the boiler, coal rooms, &c., the whole to be laid in concrete six inches in thickness as before specified, and grouted with liquid mortar.

Construct chimneys where shown on the plans, each fireplace to have a wrought iron chimney bar, two inches by half an inch, cambered and turned up at the ends, to support the brick arches nine inches in height. Also half brick trimmer arches for hearths, to be pinned tight and grouted.

Provide for setting improved grates to each fireplace, the grates and fire bricks, and all other bricks and mortar that may be required, to be provided by the Contractor.

Provide and fix unglazed tile pipes, nine inches in diameter, to each flue, leaving a space in each chimney breast, as shewn on the detail plan, for the purposes of ventilation.

Also brick rims, nine inches in diameter, to each flue, and in the arches over the corridors round the cells, as shewn on drawings, and lettered V. The rims to have iron ventilators inserted in them.

Provide and fix unglazed tile pipes, four inches in diameter, in the centre wall between cells one pipe to each cell as shewn, and to terminate in chambers in the roofs of each wing.

Leave openings in the walls, as will be directed, for the steam-heating pipes.

Cut all channels or openings along or through the brick walls, where required for the heating pipes, ventilation, and iron pipes for baths, water-closets, or gas pipes and fixtures.

Insert all iron or wooden frames, iron work for bolts to secure doors of cells, ventilators, slides, bond timbers, wood, bricks, lintels, plates, and other timbers, throughout, as required for the carpenter's or smith's work; or works connected with the ventilation, baths, water-closets, or gas-pipes fittings and fixtures.

The iron work and locks for the doors of cells in wings will be provided by the Departmen, tto be fixed in their places by the Contractor, as hereinafter specified.

The several walls to be beam-filled and built close to the roof boarding, to all the roofs, where directed by the Clerk of the Works.

The internal arches, over all door and window openings of wings to be fourteen inches, and over other openings to be not less than nine inches.

Set all cut stone heads, and sills, and chimney caps, as will be provided by the stone cutter.

The inside of the walls throughout, except in the centre building, dining room, &c., to be left smooth, and the joints struck with the trowel for lime-whiting.

All the angles of windows and doors in the wings, workshops, and warehouse, also jambs and arches to cell doors, to be built with bricks rounded on the angles.

The external walls can be built overhand, if preferred by the Contractor, proper care to be taken in doing so, and also in striking the joints.

Stone-cutter.

Provide cut stone plinth, three feet in height, in two or three courses, and nine inches in thickness, for the main building, plinth to be of bush-hammered work, with one and a half inch margin draft round the same, according to details.

Provide cut stone heads and sills of plain tooled ashlar work, six bats to the inch, to all windows throughout, to be in accordance with the detail drawings, the sills to be weathered and throated, with dentils under the same for the centre building and wings.

Provide and fix cut stone columns and pilasters, cornices, &c., for porticos round front and side entrances, and pediment of the centre building, to be of fine tooled ashlar work, according to details.

Also string-courses jambs of windows and eave-courses of centre building and wings to be plain tooled ashlar work.

The cut stone heads and sills for all other window openings, and the heads of all outer doors, to be six inches longer than the openings, and to be finished as above described.

Provide and fix cut stone quoins to the centre building and wings, to be bush hammered with one and a half-inch margin draft round the same.

Also arch and keystones over the large windows, and ten stones twelve inches square and six inches in thickness to each window in the wings, and six stones to the store room windows in the basement and ground floor, and the dining room, to be bush-hammered with margin draft as before specified, iron work to be leaded into the same as hereinafter specified.

The cut stone caps to the chimney shafts of the centre building and the large chimneys to be moulded as shewn, and in accordance with the detail drawings.

Provide and fix Georgetown flagging not less than three inches in thickness, to rest on the dwarf walls round the cells in both wings, to be rubbed or worked smooth on the face, and the joints to be grouted and pointed, cut groved drains in same leading to iron gratings as shown on the plans.

Provide and fix eighteen rubbed stone chimney pieces, with rubbed flags for hearths two inches in thickness, and according to the detail drawings.

Provide and fix two stones of plain tooled ashlar work to each cell door, for iron-work of hinges, to be twelve inches square and six inches in thickness, iron-work to be leaded into the same by the Contractor, the iron-work to be provided by the Department as before specified.

Provide and fix cut stone steps and flagging to entrance doors of centre building and wings, as shown and according to details.

Also cut stone steps four feet long, nine inches wide, and six inches high, with a stone landing leading from the wings to the chapel on each side as shewn, to be built one foot into the wall at the ends resting on dwarf walls at the bottom, each succeeding step supported by the lower one, as shewn on the details. Provide for leading the iron balusters into the steps and stone landing. The above work to be bush-hammered, with one inch and a half margin draft round the same, joints to be fitted close.

The stone for the above work to be procured from Georgetown.

Carpenter and Joiner.

The whole of the wood work generally to be of good, sound, and well-seasoned pine, free from sap, shakes and dead knots.

The doors, sashes, architraves, bases, and other finishings, to be of clear lumber.

The joists throughout, except the basement of the centre building which are to be of cedar six inches by four inches, two feet apart from centres, to be twelve inches by three inches, and sixteen inches apart from centres, each floor in centre building to have inch deafening boards nailed to strips on joists.

Provide and fix nine beams, twelve inches by nine inches, wrought and chamfered to support joists of the dining room, chapel and hospital, in the centre building. The beams to be supported by iron hollow columns, six inches in diameter, to be furnished by the Contractor.

Also beams twelve inches by nine inches, edges chamfered, to be supported by posts nine inches square, edges chamfered, to support the flooring joists in each workshop, and the warehouse, as shown.

The ceiling joists throughout to be nine inches by three inches, sixteen inches apart from centres.

Provide and fix bond timbers and wood bricks, four inches by two inches throughout, where shewn or directed by the Clerk of the Works.

Also wood lintels, nine inches by six inches, over all openings not otherwise specified.

Provide and fix all centres for window and door openings, and all other arches and vaults where required.

The flooring of the workshops and warehouse to be two inches in thickness, double laid rough, with close joints.

The flooring of the centre building to be one and a half inch in thickness, to be ploughed, tongued, blind-nailed, and wrought on the upper surface; flooring boards to be four inches in width, and not to be laid until the plastering is completed. The flooring of the basement to be two inches in thickness, wrought, ploughed, &c.

The flooring of the galleries round the cells to be one and a half inch in thickness, ploughed, tongued and wrought on both sides, to be screwed to bearers underneath.

The roofs of the centre building and the wings to be framed as shown on the sections, rafters to be six inches by two inches, two feet apart from centres, wall plates six by four inches, purlins eight by four inches, to rest on beams and cross walls as shewn; eaves to be lined with half-inch boarding, left smooth for covering with galvanized iron, the eave-gutters to be constructed with the usual fall to the down pipes.

Provide and fix rough brackets to moulded eaves throughout, to be two feet apart and one and a half inch in thickness, as shown on the section and detail drawings.

The whole of the rafters to be covered with inch rough boarding, with close joints, and left smooth for slating.

Provide and fix wrought brackets under eaves, to be four inches in thickness, and secured to walls and eaves as shown on details; the eaves to project three feet beyond the walls, and to be moulded as shewn in sections and details.

Provide and fix ridge and hip rolls two inches in diameter, and mouldings round the deck roof on the centre building.

Provide and fix four principals, and four half principals, to support the roof over the Chapel, in the centre building; tie beams, principal rafters and beams, to be twelve inches by six inches, to be wrought and chamfered as shown; purlins to be eight inches by four inches; wall plates, rafters, ridge pieces, and other timbers, to be as described in detail drawings.

Provide and fix moulded work to principals as shewn. The ceiling of the Chapel to be constructed of matched and beaded sheeting three quarters of an inch in thickness and three inches in width, laid diagonally, with cornices, corbels and mouldings as shewn on details.

Construct deck roofs as shewn; joists to be twelve inches by three inches, sixteen inches apart from centres, to be supported by beams with diagonal braces resting on principals; beams to be nine inches by six inches; braces six inches by four inches; the joists to be covered with one and a half inch flooring, to be ploughed, tongued, blind-nailed, wrought on the upper surface, and left smooth for covering with galvanized iron; the slope of the boarding to be six inches each way from the centre.

Construct turret on centre building, according to sections and details as shewn, to be fitted with storm sashes two inches in thickness, to be hung with butt hinges four inches in length, and to have proper fasteners.

Provide and fix strips one and a half inches square, rounded on top, and two feet three inches apart, for galvanized iron deck roof on the centre building.

The ceiling joists to rest on the beams of the principals, to be nine inches by three inches, sixteen inches apart from centres, and spiked to beams.

Construct ventilators over wings, ten in number; also over each workshop, to be three feet square; boarding one and a half inch thick, secured to roofs as shewn.

Provide and fix all the iron bolts, straps, &c., required for the principals and roofs throughout.

The whole of the window and door frames to be as per detail drawings.

The doors and frames in the centre building to be in accordance with details. The doors to be two inches in thickness, to be six panel square framed, double moulded, and hung with four inch butt hinges. Frames to be grooved to receive the panelled jamb linings and soffits.

Provide and fix good approved morticed locks, with white mineral knobs and plated mountings, to all doors in the centre building. Outside doors throughout to be provided with ten inch Carpenter's approved locks and barrel bolts, eight inches in length. All out side doors to be three inches in thickness, and solid frames six inches by four inches, rebated for doors.

The sashes in the centre building and wings to be two inches in thickness, according to details, to be double hung with concealed iron-faced pullies, zinc chains and weights, according to pattern; to have box frames two inches in thickness, and proper fasteners to be approved.

The door frames to be nailed to three wood blocks, to be inserted into the brick work in each jamb, as will be directed by the Clerk of the Works.

The doors of the workshops and warehouse to be framed and sheeted two inches in thickness, double hung, and to have strong thumb-latches and dead-shot iron-rim locks, ten inches in length.

The sashes of the workshops and warehouse to be two inches in thickness; frames to be six inches by two inches, chamfered; sashes to be provided with strong catches and fasteners.

Inch grounds to be fixed throughout the centre building.

The whole of the walls in the centre building, on the ground floor and basement, and the dining-room, to be sheeted six feet high with matched boarding one inch in thickness and four inches in width, with plain beaded capping, the boarding to be fitted close to floors, and to be securely nailed to three rows of bond timbers.

The architraves of the windows and doors in the centre building to be twelve inches in width, according to detail plans. The bases to be eighteen inches in height, also in accordance with detail plans.

The staircases in centre building to be four feet six inches in width, with steps two inches in thickness, and risers one and a half inch in thickness, housed at one end into close string, moulded to correspond with skirting, and to have returned moulded nosings and fancy brackets. The staircases to have proper carriage pieces, and to be furred for plastering. General rise of steps to be seven inches, and tread ten inches.

Provide and fix moulded oak hand-rail, five inches in width, one and a half inch turned oak balusters, two to each step, and oak octagon newel, six inches diameter, to each staircase.

The water-closets throughout to have oak seats two inches in thickness, with holes cut, and screwed to the pans. Boxes of pine, one and a half inch in thickness, to be provided for each row of water-closets at the ends of the workshops, to be movable during the summer months, to act as earth closets.

Provide for fixing troughs one and a half inch thick, to be water tight, on strong bearers, with oak capping on top, for wash basins at the end of each wing, also baths and laundry fittings at the ends of the workshops.

The carpenter to attend the plumber, and do all necessary cutting, furring and boxing-in that may be required in the fitting of the heating pipes, ventilators, water-closets, baths, wash basins, &c.

Provide and fix lifts in dining-room from kitchens, to be each two feet nine inches long, twenty-one inches wide, and six feet in height; framing to be two inches by one inch, and inch shelving, three in number, to each; the lifts to be hung so as to balance

each other, and as one ascends the other will descend; the ropes and pullies, bolts, &c., to be furnished by the Contractor.

Provide and fix six beams, twelve inches by nine inches, to rest on walls under each iron cistern, one in the centre building, and one over each engine room at the end of the workshops.

The store rooms and closets throughout to be fitted up with five rows of plain shelving one inch in thickness and twelve inches in width, supported on proper bearers.

Provide and fix plank covering for one well, to be raised twelve inches above the ground, to rest on strong bearers.

Plasterer.

The whole of the floors throughout the centre building to be well and evenly pugged on sound boarding, with good lime and hair mortar, at least one inch in thickness, run in with a mould so as to leave it hollow in the middle and thick at the angles.

Lath, plaster, float, and set in good three coat work all the ceilings and soffits of stairs throughout the centre building.

Render, float, and set with hard finish all the walls of the centre building, the walls of the cells, corridors and wings; workshops and warehouse to be twice lime-whited.

The lime and sand to be of the best description and mixed with hair, in the proper proportions, to be approved of by the clerk of the works.

The mortar to be washed clear from the joiner's work, and scraped off the joists before it hardens.

Run a plain cornice two feet in girt round the reception room and office, and in the dining and sitting rooms, in the Warden's apartments in the centre building, also plain centre pieces four feet in diameter to same

Also a plain cornice two feet in girt in the Entrance Hall and passages on the ground floor and one-pair of the centre building; also two plain centre pieces, four feet in diameter to same.

Painter and Glazier.

Knot, prime, stop with putty, and well rub down with pumice stone, the whole of the wood and iron work throughout the buildings.

Paint the wood and iron work throughout the buildings three times in oil, a common colour to be approved.

The wood work of turret on centre building, the outside of the door and window frames, eaves and cornices of the centre building and wings, workshops, and warehouses throughout also mouldings between deck and slate roofs, to be sanded.

The best boiled linseed oil and the best white lead and paints to be used.

The whole of the sashes to be glazed with Chance's glass No. 16, seconds, be well bedded in putty, and carefully finished. The glass in wings, workshops, and warehouses to be eight inches by ten inches; the glass in the centre building to be of the sizes as shown on the detail drawings.

Make good all broken glass and leave the work whole and clean in every respect.

Slater and Galvanized Iron Work.

The whole of the roofs, except the deck roofs, to be covered with the best description of Duchess slates, from the Melbourne quarries, twenty-four inches long, laid with three inches double lap, leaving ten and a half inches to the weather.

Each slate to be secured by two wrought iron nails boiled in oil.

The eaves at the gutters to be formed in the usual manner with a double row of slates.

The slates to be laid on single felt, and evenly bedded.

Full sized slates to be used in all cases at the hips and vallies, and to be finished close up to the hips, eaves and ridges in a workmanlike and satisfactory manner.

The deck roofs to be covered with galvanized iron the full size of the sheets, six feet by two feet six inches, to turn up over rounded rolls, one and a half inches wide and high, with capping to be placed over the joists, to be nailed and soldered. Each sheet to be lapped one inch, to be rivetted and soldered, and left water-tight.

The gutters, as shewn on the sections, to be carefully lined with galvanized iron, and nailed with galvanized iron nails, the lining to turn up at least one foot under the slates, and to lap nine inches over the boarding at the eaves, the joints to be lapped rivetted and soldered as above specified.

Provide and fix down pipes of galvanized iron throughout to be six inches in diameter, and secured to the walls with iron holdfasts, ten feet apart, to be constructed with bends from the eaves, and to extend to the tile drains, six inches below the ground line, as shown in the foundation plan.

The hips and ridges to be covered with galvanized iron twelve inches in width, to be nailed on the rolls with galvanized iron nails and soldered.

The whole of the vallies to be lined with galvanized iron, two feet in width, to be lapped, rivetted and soldered at the joints as above specified.

Provide and fix step and top flashings of galvanized iron, ten inches in width, to all roofs abutting against walls, and also round the chimney shafts and ventilators.

Also top flashings of galvanized iron, two feet in width at the junction of the deck and slate roofs, to turn up twelve inches under the galvanized iron decks.

The whole of the galvanized iron to be of the best description, No. 26, "Union Jack," or other good brand to be approved.

Smith and Gas Fitter.

Provide and fix cast iron soil pipes six inches in diameter to the water closets, where shown in the drawings; to be secured with wrought iron hooks to the walls and plugged with lead, and provisions be made for cleaning the trap under the floor.

Flanges to be cast on the soil pipe to receive the pipe four inches in diameter, from the pans of the water closets at an acute angle. Also to be constructed so that the same can be removed during the summer, and replaced for the winter months.

Each closet to have pans of enamelled cast iron, bolted to the floor, and provided with bolts in the rims for securing oak seats.

The urinals to be connected with the pipes from the water closets by means of wrought iron pipes two inches in diameter.

Provide and fix two cast iron baths to each bath room, to be of a plain-pattern with rounded angles and edges, to be supplied with hot and cold water from wrought iron pipes one inch in diameter, and to have brass globe valve taps to each pipe.

Also two sinks of cast iron, four feet six inches long and two feet in width, to kitchen and scullery, and ten sinks, three feet long and eighteen inches in width, where shown in the plans.

The wash-troughs at the end of each wing where shown, to have cold water supply pipes one inch in diameter, also waste water pipes of wrought iron one and a half inch in diameter, to discharge into soil pipes and drains.

Each closet in centre building, and each range of closets at the end of each workshop, to have its own separate cistern of cast iron, four feet long, two feet wide and two feet in depth, with ball cocks, iron service boxes, valves and cranks of the best description, and standing wastes one and a half inch in diameter leading to soil pipes. Each cistern to be supported by two cast-iron bearers bolted to the walls.

Provide and fix three iron tanks of boiler plate iron, one quarter inch in thickness securely rivetted and left water tight, to be circular, eighteen feet in diameter and six feet in height for the main building and in each workshop, as shewn, with main supply pipes one and a half inch in diameter, and to have fire plugs on each floor. Two hundred feet of strong vulcanized rubber hose three inches in diameter with brass couplings and two branches to be provided.

Provide and fix one iron pump to well, to be of approved pattern.

Provide and fix water supply pipes of cast iron, two and a half inches in diameter, with faucet joints, to tanks, from main pipe leading to Lunatic Asylum, making the necessary connection at the point as shewn on block plan, with ballcocks and stopecocks, also overflow and waste pipes with branches to bottoms of tanks for cleaning same, one and a half inch in diameter, and leading to main drains as shewn.

Also cast iron pipes two and a half inches in diameter round the quadrangle, with hydrants at each angle as shewn, and connected with supply pipes as above specified.

Provide and fix branch supply pipes, one inch in diameter, from tanks to each water closet cistern, bath, wash trough, and sink, to be provided with ballcocks to each cistern and globe, valve taps to baths, wash-troughs and sinks.

Also cast iron columns, thirty in number, and six inches in diameter, five-eighth of an inch thick on the circumference, with plain caps and bases and cylinders two inches in diameter. connecting the same to support floors of dining halls, chapel and hospital.

Also all iron straps and bolts for Queen posts, and feet of principals over hospital, workshops, warehouse, centre building, and wings.

Provide and fix strong cast-iron bearers, iron steps and guards outside cells in each wing, according to drawings and details.

Also iron balusters and hand-rail to stone steps and landings in each wing, and iron work for the windows of the wings, dining room and store rooms in the centre building, and iron girders to support arches over corridors.

Provide four pullies nine inches in diameter with bearings for lifts, also all iron work and ropes for the same, to be fixed by the carpenter.

Also circular ventilators, nine inches in diameter with slides, to be inserted by the bricklayer, as shewn on the plans, and as will be directed by the Clerk of the Works.

Provide and fix one hundred feet of wrought-iron main gas-pipes two inches in diameter, three hundred feet of main gas-pipes, one and a half inch in diameter, two hundred feet of branch pipes, one inch in diameter, and five hundred feet of branch pipes, three-eighths of an inch in diameter, to pendants and brackets, with suitable couplings complete, to be laid on the top of the joists under the flooring, all cutting and making good woodwork will be performed by the carpenter.

Provide and fix thirty pendants of approved pattern, and fifty bronzed brackets of a plain description with burners complete.

The gas-pipes throughout to be tested for leakage, and where deficient, the same to be made good and left in good working order.

In each instance, as above stated, the inside of the various pipes are specified.

Provide and fix brass coupling for main gas-pipe two inches in diameter, so that the same may be conneeted with main gas pipe from gas apparatus afterwards.

Provide eighteen grates with the necessary fire bricks to be set by the bricklayer.

Provide and fix ornamental iron work round deck roofs of centre building as shewn in the plans and according to details to be furnished during the progress of the works.

Steam-heating Apparatus.

The building to be heated by means of steam, generated in two boilers—one in each boiler house at the end of each workshop, on the low pressure principle, with circulating pipes round the outer walls of the wings and workshops, and coils in the halls and rooms of the centre buildings.

The boilers to be twelve feet in length, and forty-four inches in diameter, with two flues, eleven inches in diameter, and nineteen patent lap welded tubes, four inches in diameter.

The boilers to be constructed of "Thorneycroft's best best," or "Lee and Bolton's best best" brand, of boiler plate iron, five-sixteenths of an inch in thickness, heads three-eighths of an inch, and flues one-quarter of an inch in thickness.

The contract to include furnace fronts and bars for each boiler, also safety valves, steam gauge, smoke box, three gauge cocks, glass tube water gauge, smoke pipe, fifteen inches in diameter, with damper, mud receiver with stop cock, blow off pipe with stop cock, iron doors for cleaning flue at the back, sheet iron and bars to carry bricks on top of each boiler; the whole of the work to be of the best description, and completed in a workmanlike manner.

The supply pipes to be three inches in diameter and return pipes one and a half inch in diameter under the floors, circulating pipes to be one inch in diameter, one-eighth of an inch full "ordinary gauge," in thickness, with the necessary couplings; ten thousand feet will be required throughout, including the necessary pipes for twenty coils where shewn on the plans.

Provide the necessary condensers and cisterns for each range of pipes, to be fitted with the latest improvements, and to be left in complete working order.

Provide and fix one direct action steam pump, of five horses power, to each boiler house,

with the necessary connecting pipes and valves to each steam boiler to force water into the boilers from the hot water cisterns of iron; the position of the engines, pumps, and supply pipes from tanks are shewn on the foundation plan.

Roads.

Construct roads from Strachan Avenue to the central entrance of the main building, and to the side entrance of the north wing, where shewn on the plan. The roadways to be forty feet in width, in the centre, with sidewalks ten feet in width on each side.

The centre of the roadway and the si 'ewalk to be one foot higher than the water tables. The roadway twenty feet in width in the centre to be covered with rough broken stone and screened gravel to the depth of twelve inches in the centre and nine inches at the sides, the screenings of the gravel for the roadways to be used in forming a side walk on the south sides of the roadways, the gravel to be eight feet in width and three inches in thickness, with a slope to the water table.

Main Drain.

Make the necessary excavation for a main drain from A to B, and to the depths as shewn on the block plan and section of the same.

The drain to be twenty-two inches in diameter in the clear on the inside and to be built with two rims of four and a half inches of brickwork or nine inches in thickness, the lower half to be laid in water-lime and sand of equal proportions, the upper half to be well grouted with liquid mortar and the bricks to be hard burnt.

The necessary levels will be given during the progress of the work.

The main drain to discharge into the main sewer leading from the Lunatic Asylum to the Bay, and the connection to be properly made and pointed with water-lime.

Openings for branch drains or field drains to be left in the main drain where directed.

The Contractor to provide all centres for the drain that may be required during their construction.

Boundary Wall.

Construct a boundary wall from the west ends of both wings, to run in a westerly direction to the extent shewn on th (plan of site, and to join the wall to form the western boundary, the angles to be circular, and the wall to be supported by buttresses on the outside, and coped with cut stone, in accordance with the detail drawing.

The wall to be twenty-two feet in height above the ground line, to the top of the coping, and two feet in thickness, the foundations to be four feet in depth below the ground line as shewn, and two feet three inches in thickness.

The buttresses to be constructed on the outside two feet in width and one foot projecting from the face of the wall, to be coped with cut stone.

Make the necessary excavations for the foundation and buttresses; the earth to be used in filling round the building.

The trenches to be filled in and rammed round the walls when built.

The wall to be built with Georgetown rubble stone in courses fifteen inches in height, the stone to be well bonded and laid in mortar composed of three parts of clean sharp sand to one of the best water lime and common lime in equal proportions.

The coping of the walls and buttresses to be of plain tooled ashlar work, weathered and throated.

The whole of the joints inside and outside of the wall to be closely pointed with good mortar, as before specified.

Construct jambs and arches of the gateway where shewn, to be ten feet in width and fifteen feet four inches in height to the crown of the arch.

The foundation wall to be continued across the gateway and to be covered with cut stone two feet wide and twelve inches in thickness.

The jambs and arch stones to be bush hammered with a margin draft one and a half inch wide round the same the stones to be the full thickness of the wall, fifteen inches in height and eighteen and twenty-four inches in thickness, forming alternately header and stretcher.

Provide and fix stones for iron hooks to be leaded into same for hanging gates; also cut stone for fastening bolts to be built into foundation wall across gateway.

Construct gate to be framed and sheeted four inches in thickness, the sheeting to be double, six inches in width and two inches in thickness, and laid diagonally, bolted at the intersection of each board, the heads of the bolts to project and to be well screwed up, to be cut off and riveted on the inside.

Construct small wicket, six feet high by two feet wide, in gate, of the same thickness as the gate and of the same material, to be hung with strong iron hook and eye hinges, also iron bolts, bar, strong thumb latch, and padlock.

Provide and fix strong, upright iron hook and eye hinges, well bolted to the gate as before described, the gate also to be provided with upright iron bolts top and bottom, each bolt to be secured with strong padlocks.

The whole of the above work to be in accordance with the detail drawings.

Ash Pits.

Construct two ash pits where directed, to be six feet in length, four feet in width, and four feet above the ground, the foundation walls to be of rubble mason work, four feet in depth and eighteen inches in thickness, the lower course, twelve inches in height to be of concrete as before specified.

The brickwork above the foundations to be nine inches in thickness, of white brick, and to be covered with flags four inches in thickness resting on walls to be sloped to the rear, and to project six inches. Two holes to be cut in the flags twelve inches in diameter, with flags to cover the same.

Provide rough pine steps to the rear of ash pit. Also two cast iron doors, eighteen inches square, hung on iron hooks let into cut stone blocks six inches square.

The flooring to be constructed of bricks on edges, laid on stone chippings and grouted.

General Observations.

1. The contract to include all necessary scaffolding, materials, tools and labour that may be required to complete the work.

2. The whole of the work as above specified, to be completed and finished in a good, substantial and workmanlike manner, and to the entire satisfaction of the Honourable the Commissioner of Public Works, and the Architect and Engineer of the Department, and person in charge, and be in every respect ready for use on or before the first day of July, 1873, under a penalty of twenty-five pounds per week, by way of liquidated damages, for every week beyond the expiration of that time.

3. Payments to be made to the Contractor within ten days after an estimate of the Architect and Engineer of the Department, or person in charge, shall have been received by the Commissioner, specifying the amount of work done during the month then ending, but that, nevertheless it shall be lawful to withhold and retain fifteen per cent. out of the amount of the estimates until the perfect completion of the work, and the acceptance of the same by the Commissioner, which fifteen per cent. so withheld and retained, shall be paid with the last instalment, within ten days after the Architect and Engineer of the Department, or person in charge shall have delivered to the Commissioner his final estimate of the work performed and the materials furnished, with detailed measurements, weights, &c., and his certificate in writing of the work have been fully completed and finished, if the Commissioner shall so soon have accepted and approved of the work; and that in forming his final estimate, the Architect and Engineer of the Department, or other person in charge, shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate: Provided always, and it is further agreed that the Commissioner, from time to time during the progress of the works, may pay the whole or any portion of the fifteen per cent. so withheld and retained.

4. If, by the report of the Architect and Engineer of the Department, or person in charge, it shall appear that the establishment and rate of progress at and in the said works are not such as to ensure the completion of the same within the time herein prescribed, or if the Contractor shall persist in any course violating the provisions of the contract, the Com-

missioner shall have the power, at his discretion, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the Contractor, and to re let the same to any other Contractor, without its being previously advertised, or to employ additional workmen, and provide materials, tools and other necessary things at the expense of the Contractor; and the Contractor in either case shall be liable for all damages and extra costs and expenditure which may be incurred by reason thereof; and shall, in either of such cases, likewise forfeit all moneys then due, under the conditions and stipulations, or any or either of them herein contained.

5. In case of failure in the contract the Contractor shall thereby forfeit all right and claim to the said fifteen per cent. or any part thereof remaining unpaid, as well as to any moneys whatsoever due on the contract.

6. All materials for the said work shall be inspected and approved of before being used, either by the Architect and Engineer of the Department, or other person in charge; and any materials disapproved of shall not be used in the work, and if not removed by the Contractor when directed by the Architect and Engineer of the Department, or person in charge, these the rejected materials shall be removed by the Architect and Engineer of the Department, or person in charge, to such place as they may deem proper, at the cost and charge and risk of the Contractor; but it is to be distinctly understood that the inspection and approval of materials shall not in anywise subject the Commissioner to pay for the said materials or any portion thereof, unless employed or used in the said work, nor prevent the rejection afterwards of any portion thereof, which may turn out to be unsound or unfit to be used in the work, nor shall any such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

7. It shall be in the power of the Commissioner to make payments or advances on materials, implements, vessels, or tools of any description procured for the works, or used, or intended to be used, about the same, in such cases and upon such terms and conditions, as to the Commissioner, or the Architect and Engineer of the Department may seem proper; and that whenever any advance or payment shall be made to the Contractor upon any tools, implements, or materials of any description, the tools, implements or materials upon which such advance or payment shall be made, shall thenceforward be vested in and held as collateral security by the Commissioner for the due fulfilment by the Contractor; it being, however, well understood that all such tools, implements or materials of any kind are to remain at the risk of the Contractor, who shall be responsible for the same, until finally used and accepted as part of the work by the Commissioner, or the Architect and Engineer of the Department; but the Contractor shall not presume to exercise any act of ownership or control whatever over any tools, implements or materials upon which any allowance or payment shall have been so made, without the permission in writing of the Commissioner, or the Architect and Engineer of the Department.

8. Should any overseer, mechanic or workman, employed on or about the work, conduct himself improperly, or in any unsatisfactory manner, the Contractor shall, immediately upon the application of the Commissioner, or the Architect and Engineer of the Department, or person in charge, dismiss such person or persons forthwith from the works, without enquiring for any particulars, and he shall not be employed again thereon without the consent of the Commissioner, or the Architect and Engineer of the Department, or person in charge; and should the Contractor continue to employ such overseer, mechanic or workman, the Contractor shall forfeit the sum of five pounds, current money aforesaid, for each and every day during which that overseer, mechanic or workman shall be employed in the works, after such application as aforesaid; and all sums so forfeited, shall be deducted from and out of the amount which the Contractor shall be entitled to receive at the commencement of the month next ensuing such forfeit, or at a later period as the Commissioner shall deem proper.

9. If any change or alteration, either in the position or details of any part of the work, shall be required by the Commissioner, or the Architect and Engineer of the Department, during the progress thereof, the Contractor is hereby bound to make such alteration or change, and if such alteration or change shall entail extra expense on the Contractor, either in labour or materials, the same shall be allowed to the Contractor, or, should it be a saving to the Contractor, in either labour or materials, the same shall be deducted from the amount of the contract; in either case the amount is to be determined by the estimate of the Architect and Engineer of the Department. But no such charge or alteration whatever may be the extent

or quality thereof, or at whatever time the same may be required to be made pending the contract, shall in any wise have the effect of suspending, superseding, annulling, or rescinding the contract, which shall continue to subsist notwithstanding any such change or alteration; and every such change or alteration shall be performed and made by the Contractor, under and subject to the conditions, stipulations and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of the contract, and should the Contractor be required by the Commissioner to do any work or furnish any materials for which there is not any price specified in the contract, the same shall be paid for at the estimated prices of the Architect and Engineer of the Department; but no such change or alteration as aforesaid whatever, and no extra work whatever, shall be done without the written authority of the Commissioner, or the Architect and Engineer of the Department, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

10. The Contractor shall not in any way dispose of, sub-let, or re-let any portion of the work embraced in this contract, except for the procuring of materials.

11. Should any difference of opinion arise as to the meaning or construction to be put upon any part of the Specification or Plans, the same shall be determined by the Commissioner, or the Architect and Engineer of the Department, and such determination shall be final and conclusive, and binding upon the Contractor.

12. Any notice or other paper connected with the contract, which may be required or desired by the Commissioner to be served on the Contractor, may be addressed to the Contractor at his domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office shall, to all intents and purposes, be considered legally served.

13. Should the Contractor not complete the work herein contracted for at the period agreed upon, as above mentioned, the Contractor shall be liable for, and shall cause to be paid to the Commissioner all salaries and wages which shall become due to the person or persons superintending the work on behalf of the Commissioner, from the above named period for completion, until the same shall actually be completed and received.

14. Should the amount now voted for this service by the Legislature be at any time expended previous to the completion of the work, the Contractor may or not, as may be seen fit, on receiving notice in writing from the Commissioner to the above effect, stop the work; but in any case the Contractor shall not be entitled to any further payment for work done after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the Contractor have any claim for compensation or damages for the said suspension of payment.

KIVAS TULLY,
Architect and Engineer.

Department of Public Works, Ontario.
Toronto, 1st August, 1871.

CENTRAL PRISON, TORONTO.

Schedule of prices.

To be afterwards attached to the contract, to regulate the cost of additional or omitted work, and for the progress estimates, should the tender be accepted :—

Excavation per cubic yard	$0 25
Filling	0 15
Concrete	3 50
Rubble Masonry	5 00
Cut Stone, per cubic foot	1 60
" " rough picked work, per cubic foot	1 00
Flagging, per superficial foot	0 50
Brickwork, per thousand	13 00

Common Lumber	12 50
Clear "	28 00
Galvanized Iron, per superficial foot	0 16
Slating, per square	8 00
Iron work, cast iron per lb	0 05
" " wrought " "	0 10
Painting, per superficial yard	0 27
Glazing, " " foot	0 25

(Signed) JOHN ELLIOTT.

Toronto, August 25th, 1871.

Witness,

(Signed) F. T. JONES.

13th September, 1871.

KNOW ALL MEN BY THESE PRESENTS, That we, John Elliott, of the Town of Brantford, in the County of Brant, and Province of Ontario, contractor; James Weynis, of the Town of Brantford, in the County of Brant, and Province aforesaid, police magistrate; and Thomas Glassco, of the town of Brantford, in the County of Brant, and Province aforesaid, merchant; and George Robinson Van Norman, of the Town of Brantford, in the County of Brant aforesaid, barrister-at-law, are held and firmly bound unto Our Sovereign Lady, Queen Victoria, her heirs and successors, in the penal sum of two hundred and fifty thousand dollars of lawful money of Canada, for which payment, well and truly to be made, we and each of us, jointly and severally, bind ourselves, our and each of our heirs, executors, and administrators, firmly by these presents.

Sealed with our Seals, and dated the fourteenth day of September, in the year of our Lord one thousand eight hundred and seventy-one.

Whereas, by certain articles of agreement made and entered into on the thirteenth day of September, in the year of our Lord one thousand eight hundred and seventy-one, between the said John Elliott of the first part, and Her Majesty Queen Victoria, represented therein by the Honourable the Commissioner of Agriculture and Public Works, for the Province of Ontario, of the second part, the said John Elliott did contract to perform certain work in the said Articles of Agreement mentioned, and in the specification thereto annexed, described, relating to the works for, and in connection with, a central prison to be erected at the City of Toronto, in the said Province, in accordance with, and as set out in the said specification, and as shown on the drawings therein referred to, in manner and according to the covenants, clauses, conditions, and stipulations therein contained, as will appear by the said articles of agreement hereunto annexed.

Now, the condition of this obligation is such that if the said John Elliott, his heirs, executors, or administrators do, and shall well, truly, and faithfully perform, observe, fulfil, and keep all and singular the said covenants, stipulations, and agreements, to be by him performed, observed, fulfilled, and kept as in the said articles of agreement, and in the specification contained, then this obligation shall be null and void, otherwise to be and remain in full force and virtue, and nothing that will not discharge the said John Elliott from liability shall, either at law or in equity, discharge the above bounden James Weynis, Thomas Glassco, or George Robinson Van Norman, from liability under this bond or obligation.

In witness whereof, the parties to these presents have hereunto set their hands and seals, the day and year first above written.

Signed and Sealed in the presence of

(Signed) JAMES WEYNIS,
THOS. GLASSCO,
G. R. VAN NORMAN.

(Signed)
F. T. JONES.

(Signed) JOHN ELLIOTT.

ARTICLES OF AGREEMENT made and entered into on the thirteenth day of September, in the year of our Lord one thousand eight hundred and seventy-one, and made in duplicate between John Elliott, of the Town of Brantford, in the County of Brant, and Province of Ontario, contractor, of the first part, and Her Majesty Queen Victoria, represented herein by

the Hon. John Carling, Commissioner of Agriculture and Public Works for the Province of Ontario, under and by virtue of the Act respecting the Public Works of Ontario, passed in the thirty-second year of the reign of Her Majesty, chaptered twenty-eight, of the second part, Witness that the party of the first part hereby binds and obliges himself, his heirs, executors and administrators to, and in favour of Her Majesty, her Heirs and Successors for, and in consideration of the covenants, conditions and agreements hereinafter, and in the Specification hereto annexed, contained, to find all necessary tools, implements and materials whatsoever, and to construct, complete and finish in every respect, to the entire satisfaction of the said Commissioner, his Architect, Engineer, or person in charge, all the works for and in connection with a Central Prison, to be erected at the City of Toronto, in the said Province, in accordance with, and set out in, the said specification, and as shown on the drawings therein referred to, in a good, substantial and workmanlike manner, the whole to be completed and finished, and be in every respect ready for use on or before the first day of July, in the year of our Lord one thousand eight hundred and seventy-three. In consideration whereof, Her Majesty, Queen Victoria, represented by the said Commissioner, as aforesaid, doth hereby promise and agree to pay to the parties of the first part, or to the heirs, assigns or legal representatives of the parties of the first part, the rates and prices hereinafter mentioned, viz :— one hundred and twenty-nine thousand three hundred and twenty-one dollars of lawful money of Canada, and payment thereof will be made by Her Majesty, according to the provisions of the said Act of the Legislature of Ontario, intituled "An Act respectiag the Public Works of Ontario, and according to the terms, conditions, and stipulations contained in the said Specification hereto annexed.

And the said parties of the first part, and Her Majesty, represented as aforesaid, do hereby declare, covenant and agree, that the said contract and undertaking shall be, and is further made and entered into by them the said parties of the first part, and Her Majesty, represented as aforesaid, under the express clauses, stipulations, covenants and conditions following, that is to say :—

Firstly. That payments of the price hereinbefore mentioned shall be made to the parties of the first part within ten days after an estimate of the Architect, Engineer, or person in charge, shall have been received by the said Commissioner, specifying the amount of work done during the month then ending, but that nevertheless it shall be lawful for Her Majesty to withhold from the parties of the first part, and retain fifteen per cent. out of the amount of the estimates until the perfect completion of the work, and the acceptance of the same by the said Commissioner, which fifteen per cent. so withheld and retained shall be paid with the last instalment, within ten days after the Architect, Engineer, or person in charge, shall have delivered to the said Commissioner his final estimate of the work performed, and the materials furnished, in virtue of these presents, with detailed measurements, weights, &c., and his certificate in writing of the work having been fully completed and finished, if the said Commissioner shall so soon have accepted and approved of the work ; and that in forming his final estimate, the Architect, Engineer, or other person in charge, shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate : Provided always, and it is further agreed, that Her said Majesty, from time to time during the progress of the works, may pay to the parties of the first part, the whole or any portion of the fifteen per cent. so withheld and retained.

Secondly. That if, by the report of the Architect, Engineer, or person in charge, employed by the said Commissioner in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to ensure the completion of the same within the time herein prescribed, or if the parties of the first part shall persist in any course violating the provisions of this contract, Her said Majesty shall have the power, at her discretion, by the said Commissioner aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the parties of the first part, and to re-let the same to any other Contractor or Contractors without its being previously advertised, or to employ additional workmen, and provide materials, tools and other necessary things at the expense of the parties of the first part ; and the parties of the first part in either case shall be liable for all damages, and extra costs and expenditure, which may be incurred by reason thereof ; and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them herein contained,

Thirdly. That in case of failure in the Contract, the parties of the first part shall thereby forfeit all right and claim to the said fifteen per cent., or any part thereof remaining unpaid, as well as to any moneys whatever due on this Contract.

Fourthly. That all materials for the said work shall, before being used, be inspected and approved of either by the said Commissioner, or such person as he may appoint, and any materials disapproved of shall not be used in the work, and if not removed by the parties of the first part when directed by the said Commissioner, the Architect, Engineer, or person in charge, then the rejected materials shall be removed by the said Commissioner, the Architect, Engineer, or person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the parties of the first part; but it is distinctly understood and agreed that the inspection and approval of materials shall not in any wise subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

Fifthly. That it shall be in the power of Her said Majesty to make payments or advances on materials, implements, vessels, or tools of any description procured for the works, or used, or intended to be used about the same, in such cases, and upon such terms and conditions, as to the said Commissioner may seem proper; and that whenever any advance or payment shall be made to the parties of the first part upon any tools, implements or materials of any description, the tools, implements or materials upon which such advance or payment shall be made, shall thenceforward be vested in, and held as collateral security by Her Majesty, her Heirs and Successors, for the due fulfilment by the parties of the first part of the present contract, it being, however, well understood that all such tools, implements or materials of any kind, are to remain at the risk of the parties of the first part, who shall be responsible for the same, until finally used and accepted as part of the work by the said Commissioner, the Architect, or Engineer, but the parties of the first part shall not presume to exercise any act of ownership or control whatever over any tools, implements or materials upon which any advance or payment shall have been so made, without the permission in writing of the said Commissioner, the Architect or Engineer.

Sixthly. That should any overseer, mechanic or workman employed on or about the work, give any just cause of complaint, the parties of the first part shall, immediately upon the application of the said Commissioner, the Architect, Engineer, or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent of the said Commissioner, the Architect, Engineer, or person in charge; and should the parties of the first part continue to employ such overseer, mechanic or workman, the parties of the first part shall forfeit to Her Majesty, her Heirs and Successors, the sum of twenty dollars current money aforesaid, for each and every day during which such overseer, mechanic or workman, shall be employed on the works after such application as aforesaid; and all sums so forfeited shall be deducted from and out of the amount which the parties of the first part may be entitled to receive from Her said Majesty, at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper.

Seventhly. That if any change or alteration, either in the position or details in any part of the work, shall be required by the said Commissioner, the Architect, or Engineer, during the progress thereof, the parties of the first part are hereby bound to make such alteration or change, and if such alteration or change shall entail extra expense on the said parties of the first part, either in labour or materials, the same shall be allowed to the said parties of the first part, or should it be a saving to the said parties of the first part in either labour or materials, the same shall be deducted from the amount of this contract; in either case, the amount is to be determined by the estimate of the said Commissioner, the Architect, or Engineer, but no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be required to be made, pending the said contract, shall in any wise have the effect of suspending, superseding, annulling, or rescinding this contract, which shall continue to subsist notwithstanding any such change or alteration; and every such change or alteration shall be performed and made by the said parties of the first part, under and subject to the conditions, stipulations and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of this contract, and

should the said parties of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this contract, the same shall be paid for at the estimated prices of the Architect, or Engineer in charge of the works ; but no change or alteration as aforesaid whatever, and no extra work whatever shall be done without the written authority of the Architect, or Engineer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

Eighthly. That the parties of the first part shall not in any way dispose of, sub-let, or re-let any portion of the work embraced in this contract, except the procuring of materials.

Ninthly. Should any difference of opinion arise as to the construction to be put upon any part of the Specification or Plans, the same shall be determined by the said Commissioner, the Architect, or Engineer, and such determination shall be final and conclusive, and binding upon the parties to this contract, and every of them.

Tenthly. That any notice or other paper connected with these presents, which may be required or desired on behalf of Her Majesty, to be served on the parties of the first part, may be addressed to the parties of the first part, at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office, shall, to all intents and purposes, be considered legally served.

Eleventhly. That should the parties of the first part not complete the work herein contracted for at the period agreed upon, as above mentioned, the said parties of the first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work on behalf of the said Commisssioner, from the above named period for completion, until the same shall actually be completed and received.

Twelfthly. That should the amount now voted for this service by the Legislature be at any time expended previous to the completion of the work now contracted for, the said parties of the first part may or not, as may be seen fit, on receiving a notice in writing from the said party of the second part to the above effect, stop the work ; but in any case, the parties of the first part shall not be entitled to any further payment for work done, after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature ; nor shall the said parties of the first part have any claim for compensation or damages for the said suspension of payment.

In witness whereof, the parties of the first part, and the said Commissioner representing Her Majesty as aforesaid, have hereunto signed their names, and set their seals on the day above written.

Signed and sealed by the said parties of the first part, in presence of } (Signed) JOHN ELLIOTT, (Signed) F. J. JONES.

And where my initials appear the alterations were made before execution.

Signed and sealed by the said Commissioner of Agriculture and Public Works, in presence of }

July 3rd. 1873.

MEMORANDUM of agreement made between John Elliott, builder, and the Commissioner of Public Works, for the Province of Ontario, in respect of the Central Prison Buildings, in course of erection as follows :

1st. The foundry is to be treated as outside of the contract, and schedule prices, except to the extent of the bricks and slating, which would have been needed for the warehouse, and these are to be paid for at the schedule prices, subject to a question as to the slating, which Mr. Sheard is to decide. The sum of $6,581 being the cost of the intended warehouse, which has been dispensed with, is to be deducted from the sum of $129,321, mentioned in contract.

2nd. The building of a fourth tier of cells being more expensive than of lower tiers, which alone were mentioned in the specifications, a reasonable per centage is to be added to the schedule prices, in respect to the fourth tier of cells.

3rd. The changes in the south workshop having required the use of timber of greater

length, and strength, and greater cost than the common timber mentioned in schedule fo prices, a reasonable allowance is to be made in respect of the difference.

4th. The expense incurred in the cut stone jambs of the cells, and in the doors and windows of the buildings, and the rounding of the cut stone used in the buildings, not having been contemplated in the price of $1.60 named in schedule, a reasonable addition to be made to cover such extra expense.

5th. The additional allowances to be made under the foregoing paragraphs, are to be determined by Mr. Sheard, either forthwith, or during the progress of the work, or after the completion thereof, and if he declines to act, or does not act, or ascertain and determine the said allowances, this whole agreement is to be void, and the said matters are to stand as if this paper had not been signed or entered into.

6th. In consideration of the above, Mr. Elliott and his sureties wave all further claim in respect of the matters set forth in their letter of March last, to Mr. McKellar, and shall forthwith finish the works, and all alterations and additions, according to the terms, conditions, and stipulations of the contract of the 13th September, 1871.

7th. When the foundry and two workshops are finished, as provided by the contract and specifications, and the Engineer and Commissioner approve thereof, and so certify, the balance due in respect of the said works may be paid up, including the reserve of fifteen per cent.

8th. The said Elliott shall find all materials, and be at all expense, and put up a brick wall around the Central Prison Buildings, as he shall be directed, ready for the coping, for the price, or at the rate of fifteen dollars per thousand bricks, in wall. The said brick wall to be placed on stone foundation, as shall be directed, and similar to the foundation of the Prison buildings, at the price or rate of five dollars and fifty cents per cubic yard of the stone. Excavation and filling to be at twenty-five cents and fifteen cents respectively, per cubic yard

The whole to be completed by the first day of October next, all the printed conditions of the existing contract of the 13th September, 1871, to be applicable to, and form part of the said contract for the building of the wall.

9th. In case of variations being agreed to, or made in the said contract of the 13th September 1871, or in the present agreement, whether as to the work, or the time, or the manner of making payments, the liability of the sureties is to continue as if the said variations had received the express assent of the sureties.

In witness whereof, the parties have signed these presents, this third day of July, 1873.

Witness,
(Signed) E. B. Wood.

(Signed.)

Arch. McKellar,
Commissioner.
John Elliott.
J. N. Van Norman.
Tomas Glassco.
James Weynis.

Contract—Hugh Hennessy, May 9th, 1872.

Know all men by these presents, that I, Hugh Hennessy, of the City of Hamilton, in the County of Wentworth, and Province of Ontario, contractor, am held and firmly bound unto our Sovereign Lady, Queen Victoria, her heirs and successors in the penal sum of three thousand three hundred dollars of lawful money of Canada, for which payment well and truly to be made, I bind myself and my heirs, executors and administrators firmly by these presents.

Sealed with my seal, and dated this ninth day of May, in the year of our Lord one thousand eight hundred and seventy-two.

Whereas the said Hugh Hennessy hath agreed with Her Majesty Queen Victoria represented therein by the Commissioner of Agriculture and Public Works for the Province of Ontario, to furnish two hundred stones and two hundred good Chubb's locks, and twenty-five keys for the same, for the doors of the cells of the Central Prison now in course of erection in the City of Toronto, as per samples of said stones, locks and keys, labelled and signed by the said Hugh Hennessy; said stones to be fourteen inches, by twenty inches, by eighteen inches in dimensions, and to be dressed as per said sample, and mortised to receive said

locks, and the said locks to be leaded by the said Hugh Hennessy into the said stones in the said building; the whole to be made, dressed, mortised and leaded in a good, substantial and workmanlike manner, and to be made of the best materials to the satisfaction of the said Commissioner; and to be delivered at the wharf or railway station at the said City of Hamilton, in manner following, that is to say: one hundred stones and locks on or before the first day of June next, and the remaining one hundred stones and locks, and the whole of the said keys on or before the first day of August next, said locks and stones to be inspected by a person appointed by the said Commissioner before said locks are leaded into the said stones; at and for the price or sum of three thousand and three hundred dollars, for the whole stones locks and keys complete, to be paid by Her said Majesty to the said Hugh Hennessy, within a reasonable time after the delivery to the said Commissioner, and acceptance by him of the said stones, locks and keys, or any portion of them, payment, however, being made only for the portion delivered.

Now, the condition of this obligation is such, that if the said Hugh Hennessy, his heirs, executors and administrators do and shall, well, truly, and faithfully perform, observe, fulfil and keep the said agreement hereinbefore recited, then his obligation shall be null and void; otherwise, to be and remain in full force and virtue.

In witness whereof, the said Hugh Hennessy hath hereto set his hand and seal, the day and year first above written.

Signed, sealed and delivered in presence of (Signed) F. T. Jones. } (Signed) Hugh Hennessy.

Contract.—Thos. Lalor, 19th July, 1872.

Articles of Agreement made and entered into on the nineteenth day of July, in the year of Our Lord one thousand eight hundred and seventy-two, and made in Duplicate, between Thomas Lalor, of the City of Toronto, in the County of York, and Province of Ontario, locksmith, of the first part, and Her Majesty Queen Victoria, represented herein by the Honourable Archibald McKellar, Commissioner of Agriculture and Public Works for the Province of Ontario, under and by virtue of the Act respecting the Public Works of Ontario, passed in the thirty-second year of the reign of Her Majesty, chaptered twenty-eight, of the second part.

Witness that the party of the first part hereby binds and obliges himself, his heirs, executors and administrators to, and in favour of, Her Majesty, her Heirs and Successors for, and in consideration of the covenants, conditions, and agreements hereinafter contained, to find all necessary tools, implements, and materials whatsoever, and to construct, complete, and finish, in every respect, to the entire satisfaction of the said Commissioner, his Architect, Engineer, or person in charge, all the iron work for the simultaneous locking of all the cell doors, at the Central Prison, now in course of erection, at the City of Toronto aforsaid—to be constructed of the following materials: revolving bar, $1\frac{1}{2}$ inch round iron, locking bar, $2\frac{1}{2} \times \frac{3}{8}$ inch; cranks, $1\frac{1}{2} \times 1$ inch; upright bars, $2\frac{1}{2} \times \frac{1}{2}$ inch; horizontal bars, $2\frac{1}{2} \times \frac{1}{2}$ inch; lever joints bars, $2\frac{1}{2} \times \frac{1}{2}$ inch; two cast iron bearers to each door; iron caps and corners, to keep brickwork from revolving bar of first quality of boiler plate. Padlocks, and necessary staples, to lock each end of row of cells, all to be completed to the satisfaction of the Architect, in accordance with the drawings signed by the said Thomas Lalor, in a good, substantial, and workmanlike manner, the whole to be completed and finished, during the progress of, and as fast as the building itself, and as said building becomes ready, for receiving said iron work, the said party of first part, is to fix the same in its proper place, in consideration whereof, Her Majesty, Queen Victoria, represented by the said Commissioner, as aforesaid, doth hereby promise and agree to pay to the party of the first part, or to the heirs, assigns or legal representatives of the party of the first part, the rates and prices hereinafter mentioned, viz:—nineteen hundred and eighty-four dollars and eighty-four cents, and payment thereof will be made by Her Majesty, according to the provisions of the said Act of the Legislature of Ontario, intituled "An Act respecting the Public Works of Ontario," and according to the terms, conditions, and stipulations contained in the said Specification hereto annexed.

And the said party of the first part, and Her Majesty, represented as aforesaid, doth hereby

declare, covenant, and agree, that the said contract and undertaking shall be, and is further made and entered into by him the said party of the first part, and Her Majesty, represented as aforesaid, under the express clauses, stipulations, covenants, and conditions following, that is to say :—

Firstly That payments of the price hereinbefore mentioned shall be made to the party of the first part within ten days after an estimate of the Architect, Engineer, or person in charge, shall have been received by the said Commissioner, specifying the amount of work done during the month then ending, but that nevertheless it shall be lawful for Her Majesty to withhold from the party of the first part, and retain fifteen per cent. out of the amount of the estimates until the perfect completion of the work, and the acceptance of the same by the said Commissioner, which fifteen per cent. so withheld and retained shall be paid with the last instalment, within ten days after the Architect, Engineer, or person in charge shall have delivered to the said Commissioner his final estimate of the work performed, and the materials furnished in virtue of these presents, with detailed measurements, weights, &c., and his certificate in writing of the work having been fully completed and finished, if the said Commissioner shall so soon have accepted and approved of the work; and that in forming his final estimate, the Architect, Engineer, or other person in charge, shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate: Provided always, and it is further agreed, that Her Majesty from time to time during the progress of the works, may pay to the party of the first part, the whole or any portion of the fifteen per cent. so withheld and retained.

Secondly. That if, by the report of the Architect, Engineer, or person in charge, employed by the said Commissioner in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to ensure the completion of the same within the time herein prescribed, or if the party of the first part shall persist in any course violating the provisions of this contract, Her Majesty shall have the power, at her discretion, by the said Commissioner aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the party of the first part, and to re-let the same to any other contractor or contractors without its being previously advertised, or to employ additional workmen, and provide materials, tools, and other necessary things at the expense of the party of the first part; and the party of the first part in either case shall be liable for all damages, and extra costs and expenditure, which may be incurred by reason thereof; and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them herein contained.

Thirdly. That in case of failure in the contract, the party of the first part shall thereby forfeit all right and claim to the said fifteen per cent, or any part thereof remaining unpaid, as well as any moneys due on this contract.

Fourthly. That all materials for the said work shall, before being used, be inspected and approved of either by the said Commissioner, or such person as he may appoint, and any materials disapproved of shall not be used in the work, and if not removed by the party of the first part when directed by the said Commissioner, the Architect, Engineer, or person in charge, then the rejected materials shall be removed by the said Commissioner, the Architect, Engineer, or person in charge, to such place as he may deem proper, at the cost and charge and the risk of the party of the first part; but it is distinctly understood and agreed that the inspection and approval of materials shall not in any wise subject Her Majesty to pay for the said materials or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

Fifthly. That it shall be in the power of Her Majesty to make payments or advances on materials, implements, vessels, or tools of any description procured for the works, or used, or intended to be used about the same, in such cases, and upon such terms and conditions, as to the said Commissioner may seem proper; and that when any advance or payment shall be made to the party of the first part upon any tools, implements, or materials of any description, the tools, implements, or materials upon which such an advance or payment shall be made, shall henceforth be vested in, and held as collateral security by Her Majesty, her Heirs,

and Successors, for the due fulfilment by the party of the first part of the present contract, it being, however, well understood that all such tools, implements, or materials of any kind, are to remain at the risk of the party of the first part, who shall be responsible for the same, until finally used and accepted as part of the work by the said Commissioner, the Architect, or Engineer, but the party of the first part shall not presume to exercise any act of ownership or control whatever over any tools, implements, or materials upon which any advance or payment shall have been so made, without the permission in writing of the said Commissioner, the Architect, or Engineer.

Sixthly. That should any overseer, mechanic, or workman employed on or about the work, give any just cause of complaint, the party of the first part shall, immediately upon the application of the said Commissioner, the Architect, Engineer, or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent of the said Commissioner, the Architect, Engineer, or person in charge; and should the party of the first part continue to employ such overseer, mechanic, or workman, the party of the first part shall forfeit to Her Majesty, her Heirs, and Successors, the sum of twenty dollars current money aforesaid, for each and every day during which such overseer, mechanic, or workman, shall be employed on the works after such application as aforesaid; and all sums so forfeited shall be deducted from and out of the amount which the party of the first part may be entitled to receive from Her Majesty, at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper.

Seventhly. That if any change or alteration, either in the position or details of any part of the work, shall be required by the said Commissioner, the Architect or, Engineer, during the progress thereof, the party of the first part is hereby bound to make such alteration or change, and if such alteration or change shall entail extra expense on the said party of the first part, either in labour or materials, the same shall be allowed to the said party of the first part, or should it be a saving to the said party of the first part in either labour or materials the same shall be deducted from the amount of this contract; in either case, the amount is to be determined by the estimate of the said Commissioner, the Architect, or Engineer, but no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be required to be made pending the said contract, shall in any wise have the effect of suspending, superseding, annulling, or rescinding this contract, which shall continue to subsist notwithstanding any such change or alteration; and every such change or alteration shall be performed and made by the said party of the first part, under and subject to the conditions, stipulations and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of this contract, and should the said party of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this contract, the same shall be paid for at the estimated prices of the Architect, or Engineer in charge of the works; but no change or alteration as aforesaid whatever, and no extra work whatever shall be done without the written authority of the Architect, or Engineer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

Eighthly. That the party of the first part shall not in any way dispose of, sub-let or relet any portion of the work embraced in this Contract, except the procuring of materials.

Ninthly. Should any difference of opinion arise as to the construction to be put upon any part of the Specifications or Plans, the same shall be determined by the said Commissioner, the Architect, or Engineer, and such determination shall be final and conclusive, and binding upon the parties to this contract, and every of them.

Tenthly. That any notice or other paper connected with these presents which may be required or desired on behalf of Her Majesty, to be served on the party of the first part, may be addressed to the party of the first part, at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office, shall, to all intents and purposes, be considered legally served.

Eleventhly. That should the party of the first part not complete the work herein contracted for at the period agreed upon, as above mentioned, the said party of the first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or

wages which shall become due to the person or persons superintending the work on behalf of the said Commissioner, from the above named period for completion, until the same shall actually be completed and received.

Twelfthly. That should the amount now voted for this service by the Legislature be at any time expended previous to the completion of the work now contracted for, the said party of the first part may or not, as may be seen fit, on receiving a notice in writing from the said party of the second part to the above effect, stop the work; but in any case, the party of the first part shall not be entitled to any further payment for work done after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the said party of the first part have any claim for compensation or damages for the said suspension of payment.

In witness whereof, the party of the first part, and the said Commissioner representing Her Majesty as aforesaid, have hereunto signed their names, and set their seals on the day above written.

Signed and sealed by the said party of the first part, in presence of (Signed) F. T. JONES. (Signed) THOS. LALOR

Signed and sealed by the said Commissioner of Agriculture and Public Works, in presence of (Signed) F. T. JONES. (Signed) ARCH. McKELLAR.

Contract—Wilkie, 1st. July, 1872.

ARTICLES OF AGREEMENT made and entered into on the first day of July, in the year of our Lord one thousand eight hundred and seventy-two, and made in duplicate between John Wilkie, of the City of Toronto, in the County of York, and Province of Ontario, contractor, of the first part, and Her Majesty, Queen Victoria, represented herein by the Honourable Archibald McKellar, Commissioner of Agriculture and Public Works for the Province of Ontario, under and by virtue of the Act respecting the Public Works of Ontario, passed in the 32nd year of the reign of Her Majesty, chaptered twenty-eight, of the second part. Witness that the party of the first part hereby binds and obliges himself, his heirs, executors and administrators to, and in favour of, Her Majesty, her heirs and successors for, and in consideration of the covenants, conditions and agreements hereinafter contained, to find all necessary tools, implements and materials whatsoever, and to construct, complete and finish in every respect, to the entire satisfaction of the said Commissioner, his architect engineer, or person in charge, all cell iron doors required for the Central Prison, now in course of erection at the said City of Toronto, being about one hundred and thirty cell doors in number; said doors to be constructed, as regards materials and workmanship, and in all respects in accordance with the patterns and detail drawings thereof, labelled and signed by the said party of the first part, in a good, substantial and workmanlike manner, the whole to be completed and finished, and delivered on the ground, and be in every respect ready for use on or before the following dates, that is to say: all the passage doors and fifty of the cell doors, on or before the first day of October next; and the remainder of the cell doors on or before the first day of April next. In consideration whereof, Her Majesty, Queen Victoria, represented by the said Commissioner, as aforesaid, doth hereby promise and agree to pay to the party of the first part, or to the heirs, assigns or legal representatives of the party of the first part, the rates and prices hereinafter mentioned, viz: at twelve cents per pound for the whole work; and payment thereof will be made by Her Majesty, according to the provisions of the said Act of the Legislature of the Province of Ontario, intituled "An Act respecting the Public Works of Ontario," and according to the terms, conditions, and stipulations in the said specification hereunto annexed.

And the said party of the first part, and Her Majesty, represented as aforesaid doth hereby declare, covenant and agree, that the said contract and undertaking shall be, and is further made and entered into by him, the said party of the first part, and Her Majesty, represented as aforesaid, under the express clauses, stipulations, covenants and conditions following, that is to say:

Firstly. That payments of the price hereinbefore mentioned shall be made to the party of the first part within ten days after an estimate of the architect, engineer, or person in charge, shall have been received by the said Commissioner, specifying the amount of work done and delivered during the month then ending, but nevertheless it shall be lawful for Her Majesty to withhold from the party of the first part, and retain fifteen per cent. out of the amount of the estimates until the perfect completion of the work, and the acceptance of the same by the said Commissioner, which fifteen per cent. so withheld and retained shall be paid with the last instalment, within ten days after the architect, engineer, or person in charge, shall have delivered to the said Commissioner his final estimate of the work performed, and the materials furnished, in virtue of these presents, with detailed measurements weights &c., and his certificate in writing of the work having been fully completed and finished if the Commissioner shall so soon have accepted and approved of the work; and that in forming his final estimate, the architect, engineer, or other person in charge, shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate: Provided always, and it is further agreed, that Her Majesty, from time to time during the progress of the works, may pay to the parties of the first part, the whole or any portion of the fifteen per cent. so withheld and retained.

Secondly. That if, by the report of the architect, engineer, or person in charge, employed by the said Commissioner in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to insure the completion of the same within the time herein prescribed, or if the party of the first part shall persist in any course violating the provisions of this contract, Her said Majesty shall have the power, at her discretion, by the said Commissioner aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the party of the first part, and to relet the same to any other contractor or contractors without its being previously advertized, or to employ additional workmen, and provide materials, tools and other necessary things at the expense of the party of the first part; and the party of the first part in either case shall be liable for all damages, and extra costs and expenditure, which may be incurred by reason thereof; and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them herein contained.

Thirdly. That in case of failure in the contract, the party of the first part shall hereby forfeit all right and claim to the said fifteen per cent., or any part thereof remaining unpaid, as well as to any moneys whatever due on this contract.

Fourthly. That all materials for the said work shall, before being used, be inspected and approved of either by the said Commissioner, or such person as he may appoint, and any materials disapproved of shall not be used in the work, and if not removed by the party of the first part when directed by the said Commissioner, the architect, engineer, or person in charge, then the rejected materials shall be removed by the said Commissioner, the architect, engineer, or person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the party of the first part; but it is distinctly understood and agreed that the inspection and approval of materials shall not in any wise subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

Fifthly. That it shall be in the power of Her said Majesty to make payments or advances on materials, implements, vessels or tools of any description procured for the works, or used, or intended to be used about the same, in such cases, and upon such terms and conditions, as to the said Commissioner may seem proper; and that whenever any advance or payment shall be made to the party of the first part upon any tools, implements or materials of any description, the tools, implements or materials upon which such advance or payment shall be made, shall thenceforward be vested in, and held as collateral security by Her Majesty, her heirs and successors, for the due fulfilment by the party of the first part of the present contract, it being, however, well understood that all such tools, implements or materials of any kind, are to remain at the risk of the party of the first part, who shall be responsible for the same, until finally used and accepted as part of the work by the said Com-

missioner, the architect or engineer, but the party of the first part shall not presume to exercise any act of ownership or control whatever over any tools, implements or materials upon which any advance or payment shall have been so made, without the permission in writing of the said Commissioner, the architect or engineer.

Sixthly. That should any overseer, mechanic or workman employed on or about the work, give any just cause of complaint, the parties of the first part shall, immediately upon the application of the said Commissioner, the architect, engineer or person in charge dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent of the said Commissioner, the architect, engineer, or person in charge; and should the party of the first part continue to employ such overseer, mechanic or workman, the party of the first part shall forfeit to Her Majesty, her heirs and successors, the sum of twenty dollars current money aforesaid, for each and every day during which such overseer, mechanic or workman, shall be employed on the works after such application as aforesaid; and all sums so forfeited shall be deducted from and out of the amount which the party of the first part may be entitled to receive from Her said Majesty at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper.

Seventhly. That if any change or alteration, either in the position or details of any part of the work, shall be required by the said Commissioner, the Architect, or Engineer, during the progress thereof, the parties of the first part is hereby bound to make such alteration or change, and if such alteration or change shall entail extra expense on the said party of the first part, either in labour or materials, the same shall be allowed to the said party of the first part; or should it be a saving to the said party of the first part in either labour or materials, the same shall be deducted from the amount of this Contract; in either case, the amount is to be determined by the estimate of the said Commissioner, the Architect, or Engineer, but no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be required to be made, pending the said Contract, shall in any wise have the effect of suspending, superseding, annulling, or rescinding this Contract, which shall continue to subsist notwithstanding any such change or alteration; and every such change or alteration shall be performed and made by the said party of the first part, under and subject to the conditions, stipulations, and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of this Contract, and should the said party of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this Contract, the same shall be paid for at the estimated prices of the Architect, or Engineer in charge of the works; but no change or alteration as aforesaid whatever, and no extra work whatever, shall be done without the written authority of the Architect, or Engineer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

Eighthly. That the party of the first part shall not in any way dispose of, sub-let or re-let any portion of the work embraced in this Contract, except the procuring of materials.

Ninthly. Should any difference of opinion arise as to the construction to be put upon any part of the Specification or Plans, the same shall be determined by the said Commissioner, the Architect, or Engineer, and such determination shall be final and conclusive, and binding upon the parties to this Contract, and every of them.

Tenthly. That any notice or other paper connected with these presents, which may be required or desired, on the part of Her Majesty, to be served on the party of the first part, may be addressed to the party of the first part, at his domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office shall, to all intents and purposes, be considered legally served.

Eleventhly. That should the party of the first part not complete the work herein contracted for at the period agreed upon, as above mentioned, the said parties of the first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work on behalf of the said Commissioner, from the above-named period for completion until the same shall actually be completed and received.

Twefthly. That should the amount now voted for this service by the Legislature be at

any time expended previous to the completion of the work now contracted for, the said party of the first part may or not, as may be seen fit, on receiving a notice in writing from the said party of the second part to the above effect, stop the work; but in any case the party of the first part shall not be entitled to any further payment for work done after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the party of the first part have any claim for compensation or damages for the said suspension of payment.

In witness whereof the said party of the first part, and the said Commissioner representing Her Majesty as aforesaid, have hereunto signed their names, and set their seals on the day above written.

Signed and sealed by the said party of the first part in presence of
(Signed) F. T. Jones.
Witness signature of J. Wilkie. (Signed) John Wilkie.

Signed and sealed by the said Commissioner of Agriculture and Public Works, in presence of

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Contract—Dickey, Neill & Co., 6th Oct., 1872.

Central Prison, Toronto.

Specification of work required to be done in the construction of water supply pipe at the Engine House, Provincial Lunatic Asylum, Toronto.

Smith and Founder.

Construct pipes of cast iron to be nine inches clear diameter in the inside, with flange joints, to be bolted with five bolts to each joints, and each joint to be packed.

The iron to be $\frac{5}{8}$th inch thick, and each casting to be cleaned out, and joints left smooth. The pipes to be cast in convenient lengths, suitable for laying in the space inside the coffer dam, on the surface of the rock, provide T pipe at end, and also valve in well, making good all the necessary connections in both wells as shown.

The tender to state the price per lb. for the cast, and wrought iron in the rough, the labour to be at the usual rates per day, the men to be always in readiness when the coffer dam is pumped out.

The whole of the above work to be fully completed on or before the 1st day of July next, under a penalty of five pounds per week, for every week beyond that time.

(Signed) Kivas Tully,
Architect.

Toronto, September 11th, 1872.

Know all men by this presents, that we James Isaac Dickey, of the City of Toronto, in the County of York, and Province of Ontario, Contractor; John Neill, of the City of Toronto, in the County of York, and Province aforesaid, Contractor; and Nathaniel Dickey, of the City of Toronto, in the County of York, and Province aforesaid, Contractor; and John Jackson, of the said City of Toronto, Tinsmith; and George Price, of the said City of Toronto, Grocer, are held and firmly bound unto Our Sovereign Lady Queen Victoria, Her Heirs and Successors, in the penal sum of five thousand dollars of lawful money of Canada for which payment, well and truly to be made, we and each of us, jointly and severally, bind ourselves, our and each of our Heirs, Executors, and Administrators, firmly by these presents.

Sealed with our Seals and dated the sixth day of October, in the year of Our Lord one thousand eight hundred and seventy-two.

Whereas, by certain articles of agreement made and entered into on the sixth day of October, in the year of Our Lord one thousand eight hundred and seventy-two, between the

said James Isaac Dickey, John Neill, and Nathaniel Dickey, of the first part, and Her Majesty QUEEN VICTORIA, represented therein by the Honourable the Commissioner of Agriculture and Public Works, for the Province of Ontario, of the second part, the said James Isaac Dickey, John Neill, and Nathaniel Dickey did contract to perform certain work, in the said Articles of Agreement mentioned, and in the specification thereto annexed, described, relating to the supply pipes to the engine house, and works connected therewith, and also castings required for alterations including columns, arms, brackets, bolts, and other iron work of the Central Prison, now in course of erection in the said City of Toronto, as set out in the said specification, and as shewn on the plans signed by the parties of the first part thereto, in manner and according to the covenants, clauses, conditions, and stipulations therein contained, as will appear by the said Articles of Agreement hereunto annexed.

Now, the condition of this obligation is such that if the said James Isaac Dickey, John Neill, and Nathaniel Dickey, Heirs, Executors, or Administrators do, and shall well, truly, and faithfully perform, observe, fulfil, and keep all and singular the said covenants, stipulations, and agreements, to be by them performed, observed, fulfilled, and kept, as in the said Articles of Agreement, and in the specification contained, then this obligation shall be null and void, otherwise to be and remain in full force and virtue, and nothing that will not discharge the said James Isaac Dickey, John Neill and Nathaniel Dickey, from liability shall either at law or in equity discharge the above bounden John Jackson, or George Price, from liability under this bond or obligation.

In witness whereof, the parties to these presents have hereunto set their hands and seals, the day and year first above written.

Signed and Sealed in the presence of

(Signed)
J. M. NEILL, JUNR.,

(Signed) JAMES I. DICKEY,
JOHN NEILL,
N. DICKEY,

(Signed) JOHN JACKSON,
GEORGE PRICE

ARTICLES OF AGREEMENT made and entered into on the sixth day of October, in the year of our Lord, one thousand eight hundred and seventy two, and made in duplicate between James Isaac Dickey, of the City of Toronto, in the County of York and Province of Ontario; John Neill, of the same place, and Nathaniel Dickey, of the same place, contractors, of the first part, and Her Majesty, Queen Victoria, represented herein by the Honourable Archibald McKellar, Commissioner of Agriculture and Public Works for the Province of Ontario, under and by virtue of the Act respecting the Public Works of Ontario, passed in the thirty-second year of the reign of Her Majesty, chaptered twenty-eight, of the second part, witness that the parties of the first part hereby bind and oblige themselves, their heirs, executors and administrators to, and in favour of Her Majesty, her heirs and successors, for, and in consideration of the covenants, conditions and agreements hereinafter, and in the specification hereto annexed, contained, to find all necessary tools, implements and materials whatsoever, and to construct, complete and finish in every respect, to the entire satisfaction of the said Commissioner, his Architect, Engineer, or person in charge, all the water supply pipes to the engine house, and works connected therewith, and also all castings required for alterations, including columns, arms, brackets, bolts and other iron work of the Central Prison, now in course of erection in the said City of Toronto, as set out in the said specification, and as shown on the plans signed by the parties of the first part, in a good, substantial and workmanlike manner, the whole to be completed and finished, and be in every respect ready for use on or before the first day of July next. In consideration whereof, Her Majesty, Queen Victoria, represented by the said Commissioner, as aforesaid, doth hereby promise and agree to pay to the parties of the first part, or to the heirs, assigns or legal representatives of the parties of the first part, the rates and prices hereinafter mentioned, viz :—for castings for the water supply pipes and works connected therewith, at the rate of five cents per pound, and for wrought iron at the rate of ten cents per pound, the castings for columns at the rate of five cents per pound, the bolts to be wrought iron, at the rate of ten cents per pound, the labour for fitting up at the engine house and prison grounds, to be at the current rate per day for

such work, and payment thereof will be made by Her Majesty, according to the provisions of the said Act of the Legislature of Ontario, intituled "An Act respecting the Public Works of Ontario," and according to the terms, conditions, and stipulations contained in the said specification hereto annexed.

And the said parties of the first part, and Her Majesty, represented as aforesaid, do hereby declare, covenant and agree, that the said contract and undertaking shall be, and is further made and entered into by them, the said parties of the first part, and Her Majesty, represented as aforesaid, under the express clauses, stipulations, covenants and conditions following, that is to say:—

Firstly.—That payments of the price hereinbefore mentioned shall be made to the parties of the first part within ten days after an estimate of the architect, engineer, or person in charge, shall have been received by the said Commissioner, specifying the amount of work done during the month then ending, but that nevertheless it shall be lawful for Her Majesty to withhold from the parties of the first part, and retain fifteen per cent. out of the amount of the estimates until the perfect completion of the work, and the acceptance of the same by the said commissioner, which fifteen per cent. so withheld and retained shall be paid with the last instalment, within ten days after the Architect, Engineer, or person in charge, shall have delivered to the said Commissioner his final estimate of the work performed, and the materials furnished, in virtue of these presents, with detailed measurements, weights, &c., and his certificate in writing of the work having been fully completed and finished, if the said Commissioner shall so soon have accepted and approved of the work; and that in forming his final estimate, the Architect, Engineer, or other person in charge, shall not be bound or governed by the preceeding monthly estimates, which shall be taken and considered merely as approximate: Provided always, and it is further agreed, that Her said Majesty, from time to time during the progress of the works, may pay to the parties of the first part, the whole or any portion of the fifteen per cent. so withheld and retained.

Secondly.—That if, by the report of the Architect, Engineer, or person in charge, employed by the said Commissioner in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to ensure the completion of the same within the time herein prescribed, or if the parties of the first part shall persist in any course violating the provisions of this contract, Her said Majesty shall have the power, at her discretion, by the said Commissioner aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the parties of the first part, and to re-let the same to any other contractor or contractors without its being previously advertised, or to employ additional workmen, and provide materials, tools and other necessary things at the expense of the parties of the first part; and the parties of the first part in either case shall be liable for all damages, and extra costs and expenditure, which may be incurred by reason thereof; and shall, in either of such cases likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them herein contained.

Thirdly.—That in case of failure in the contract, the parties of the first part shall thereby forfeit all right and claim to the said fifteen per cent. or any part thereof remaining unpaid, as well as to any moneys whatever due on this contract.

Fourthly.—That all materials for the said work shall, before being used, be inspected and approved of either by the said Commissioner, or such person as he may appoint, and any materials disapproved of shall not be used in the work, and if not removed by the parties of the first part when directed by the said Commissioner, the Architect, Engineer, or person in charge, then the rejected materials shall be removed by the said Commissioner, the Architect, Engineer, or person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the parties of the first part; but it is distinctly understood and agreed that the inspection and approval of materials shall not in anywise subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

Fifthly.—That it shall be in the power of Her said Majesty to make payments or advances on materials, implements, vessels, or tools of any description procured for the works, or used, or intended to be used about the same, in such cases, and upon such terms and conditions, as

to the said Commissioner may seem proper ; and that whenever any advance or payment shall be made to the parties of the first part upon any tools, implements or materials of any description, the tools, implements or materials upon which such advance or payment shall be made, shall thenceforward be vested in, and held as collateral security by Her Majesty, her heirs and successors, for the due fulfilment by the parties of the first part of the present contract, it being, however, well understood that all such tools, implements or materials of any kind, are to remain at the risk of the parties of the first part, who shall be responsible for the same, until finally used and accepted as part of the work by the said commissioner, the Architect or Engineer, but the parties of the first part shall not presume to exercise any act of ownership or control whatever over any tools, implements or materials upon which any advance or payment shall have been so made, without the permission in writing of the said Commissioner. the Architect or Engineer.

Sixthly.—That should any overseer, mechanic or workman employed on or about the work, give any just cause of complaint, the parties of the first part shall, immediately upon the application of the said Commissioner, the Architect, Engineer, or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent of the said Commissioner, the Architect, Engineer, or person in charge ; and should the parties of the first part continue to employ such overseer, mechanic or workman, the parties of the first part shall forfeit to Her Majesty, her heirs and successors, the sum of twenty dollars current money aforesaid, for each and every day during which such overseer, mechanic or workman, shall be employed on the works after such application as aforesaid ; and all sums so forfeited shall be deducted from and out of the amount which the parties of the first part may be entitled to receive from Her said Majesty, at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper.

Seventhly. That if any change or alteration, either in the position or details of any part of the work, shall be required by the said Commissioner, the Architect or Engineer, during the progress thereof, the parties of the first part are hereby bound to make such alteration or change, and if such alteration or change shall entail extra expense on the said parties of the first part, either in labour or materials, the same shall be allowed to the said parties of the first part, or should it be a saving to the said parties of the first part in either labour or materials, the same shall be deducted from the amount of this Contract ; in either case, the amount is to be determined by the estimate of the said Commissioner, the Architect, or Engineer, but no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be required to be made pending the said Contract, shall in any wise have the effect of suspending, superseding, annulling, or rescinding this Contract, which shall continue to subsist notwithstanding any such change or alteration ; and every such change or alteration shall be performed and made by the said parties of the first part, under and subject to the conditions, stipulations and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of this Contract, and should the said parties of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this Contract, the same shall be paid for at the estimated prices of the Architect or Engineer in charge of the works ; but no change or alteration as aforesaid whatever, and no extra work whatever shall be done without the written authority of the Architect or Engineer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

Eighthly. That the parties of the first part shall not in any way dispose, sub-let or re-let any portion of the work embraced in this Contract, except the procuring of materials.

Ninthly. Should any difference of opinion arise as to the construction to be put upon any part of the Specifications or Plans, the same shall be determined by the said Commissioner, the Architect or Engineer, and such determination shall be final and conclusive, and binding upon the parties to this contract, and every of them.

Tenthly. That any notice or other paper connected with these presents, which may be required or desired on behalf of Her Majesty, to be served on the parties of the first part, may be addressed to the parties of the first part, at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office, shall, to all intents and purposes, be considered legally served.

Eleventhly. That should the parties of the first part not complete the work herein contracted for at the period agreed upon, as above mentioned, the said parties of the first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work on behalf of the said Commissioner, from the above named period for completion, until the same shall be actually completed and received.

Twelfthly. That should the amount now voted for this service by the Legislature be at any time expended previous to the completion of the work now contracted for, the said parties of the first part may or not, as may be seen fit, on receiving a notice in writing from the said party of the second part to the above effect, stop the work; but in any case, the parties of the first part shall not be entitled to any further payment for work done, after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the said parties of the first part have any claim for compensation or damages for the said suspension of payment.

In witness whereof, the parties of the first part, and the said Commissioner representing Her Majesty as aforesaid, have hereunto signed their names, and set their seals on the day above written.

(Signed) James I. Dickey.
John Neill.
N. Dickey.

Signed and sealed by the said parties of the first part, in the presence of

(Signed) J. M. Neill, Junr.

Signed and sealed by said Commissioner of Agriculture and Public Works, in presence of

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Contract.—Dickey, Neill & Co., 2nd January, 1873.

Toronto November 16th, 1872.

Specification of Two Engines for the North and South Workshops of the Central Prison.

Dimensions of Engines.—Inside diameter of cylinders to be sixteen inches; length of stroke, twenty-four inches; fly-wheel, ten feet in diameter; rim of ditto not less than seven inches by five inches, properly turned up and balanced, fitted with keys and key seats, one driving pulley to each engine, seven feet in diameter and twenty inches across the face, turned up and properly balanced, with key and key seats. Engine shafts to be of wrought iron, seven feet six inches in length, and six inches in diameter.

The shafts to be provided with wrought-iron collars and plummer blocks, to bolt on stone foundations. The journals to be fitted with gun-metal bearings lined with babbit metal.

The Engines to be supplied with heaters and No. 2 Special Cameron Steam Pumps; also governors of the best kind.

The above to be of the best materials and workmanship, and fitted with all necessary oil cups, cylinder cocks, drip pipes, &c.

The Engines herein specified, with the heaters and pumps, to be delivered fixed and connected to the boilers, with all necessary pipes in the most substantial manner, and left in good running order, to the satisfaction of the Commissioner, Architect, and Engineer of the Department, and Inspector of Machinery.

Toronto, Nov. 16th, 1872.

Specification of the Boilers for the Central Prison, viz., two for the South Workshop, and two for the North Workshop.

Dimensions of Boilers.—The boilers to be four in number and horizontal, 48 inches in diameter, 14 feet long tube sheet to tube sheet. Dome to be 22 by 24 inches. 52 three inch tubes. 14 feet long: smoke box 18 inches by 48 inches.

Shell of boiler to be 5-16th plate tube sheets 3-8th plates. The lower half of shell to be of best Bowling or Low Moor iron ; top part of shell and tube sheets to be of Lee and Bolton's best best plate. The boilers each to be fitted with one safety valve, of not less than 3 inches in diameter, and provided with proper spring balances, one check valve and steam guage, three guage cocks and drip pipes, one water or glass guage, one blow-off cock, one good mud-hole at each end of boiler, one stand pipe and valve, as shown in plan ; also good stays from shell to each tube sheet. Each boiler to be provided with man-holes on the top, carry-brackets two on each side, one full set of fire bars, equal to 6 feet long by 4 feet wide, the bars to be in three foot lengths, two carrying bars, one for the centre and one for the back end of furnace. Plates to be provided for top and bottom of furnace, near the fire-door ; also cast iron fronts. The boiler to be tested with water to a pressure of not less than 120 lbs. per square inch. Two dampers and smoke pipes to connect boilers with chimney.

The boilers herein specified to be of the very best materials, delivered and fixed ; smoke pipes to be fitted when in their place to the chimneys, and finished in a workmanlike manner, to the entire satisfaction of the Commissioner, Architect, and Engineer, and Inspector of Machinery.

SPECIFICATION of Shafting, Pulleys and Hangers.

Shafting to be of B. B iron, from two to three inches in diameter, turned throughout, fitted with couplings bolted together.

Pulleys bored to suit shafting, turned on the face and properly balanced, with keys and key seats properly fitted.

Hangers to be of the best adjustable kind, with self-feeding oil cellars and swing boxes.

Turned shafting, at per lb.
Pulleys, turned, do.
Castings, do.

The above to be finished and fitted to the entire satisfaction of the Commissioner, Architect, and Engineer, and Inspector of Machinery.

The above must include all the necessary bolts and nuts for hangers and shafting, and price per lb.

(Signed) C. C. BANKS,
Inspector Machinery.

KNOW ALL MEN BY THESE PRESENTS, That we, James Isaac Dickey, of the City of Toronto, in the County of York and Province of Ontario, Contractor ; John Neill, of the City of Toronto, in the County of York and Province aforesaid, Contractor ; and Nathaniel Dickey, of the City of Toronto, in the County of York and Province aforesaid, Contractor ; and John Jackson, Tinsmith, and George Price, Grocer, both of the said City of Toronto, are held and firmly bound unto Our Sovereign Lady Queen Victoria, her heirs and successors in the penal sum of Five Thousand Dollars of lawful money of Canada, for which payment, well and truly to be made, we and each of us, jointly and severally, bind ourselves, our and each of our heirs, executors, and administrators, firmly by these presents.

Sealed with our seals and dated the second day of January, in the year of Our Lord one thousand eight hundred and seventy-three.

Whereas, by certain articles of agreement made and entered into on the second day of January, in the year of Our Lord one thousand eight hundred and seventy-three, between the said James Isaac Dickey, John Neill, and Nathaniel Dickey, of the first part, and Her Majesty Queen Victoria, represented therein by the Honourable the Commissioner of Agriculture and Public Works, for the Province of Ontario, of the second part, the said James Isaac Dickey, John Neill, and Nathaniel Dickey did contract to perform certain work in the said Articles of Agreement mentioned, and in the specification thereto annexed described, relating to two Steam Engines with pumps and connections, four Steam Boilers, and the shafting, couplings, pulleys, hangers, castings, and forgings for the Central Prison, now in course of erection in the said City of Toronto, as described in the said specifications, and did guarantee that the said Steam Engines, Pump, and Steam Boilers should remain in thorough working order up to the 1st day of January, in the year eighteen hundred and seventy-five, in manner

and according to the covenants, clauses, conditions, and stipulations therein contained, as will appear by the said Articles of Agreement hereto annexed.

Now, the condition of this obligation is such that if the said James Isaac Dickey, John Neill, and Nathaniel Dickey, their heirs, executors, or administrators, do, and shall well, truly, and faithfully perform, observe, fulfil, and keep all and singular the said covenants, stipulations, and agreements, to be by them performed, observed, fulfilled, and kept, as in the said Articles of Agreement and in the specifications contained, then this obligation shall be null and void, otherwise to be and remain in full force and virtue, and nothing that will not discharge the said James Isaac Dickey, John Neill, and Nathaniel Dickey from liability shall, either at law or in equity, discharge the above-bounden John Jackson or George Price from liability under this bond or obligation.

In witness whereof, the parties to these presents have hereunto set their hands and seals, the day and year first above written.

Signed and sealed in the presence of
(Signed) J. M. Neill, Jun.

(Signed) James I. Dickey.
John Neill.
N. Dickey.

(Signed) John Jackson.
George Price.

Articles of Agreement made and entered into on the second day of January in th year of Our Lord one thousand eight hundred and seventy-three, and made in Duplicate between James Isaac Dickey, of the City of Toronto, in the County of York, and Province of Ontario, John Neill and Nathaniel Dickey, both of Toronto aforesaid, all contractors, of the first part, and Her Majesty, Queen Victoria, represented herein by the Honourable Archibald McKellar, Commissioner of Agriculture and Public Works for the Province of Ontario, under and by virtue of the Act respecting the Public Works of Ontario, passed in the thirty-second year of the reign of Her Majesty, chaptered twenty-eight, of the second part, Witness that the parties of the first part hereby bind and oblige themselves, their heirs, executors and administrators to, and in favour of her Majesty, her Heirs and Successors for, and in consideration of the covenants, conditions and agreements hereinafter, and in the specification hereto annexed, contained, to find all necessary tools, implements and materials whatsoever, and to construct, complete and finish in every respect, to the entire satisfaction of the said Commissioner, his Architect, Engineer or person in charge, all the two steam engines with pumps and connections, four steam boilers, and the shafting, couplings, pulleys, hangers, castings, and forgings for the Central Prison, now in course of erection, in the said City of Toronto, as described in the said specifications, in a good substantial and workmanlike manner, and the whole to be completed, and finished, and be in every respect ready for use on or before the first day of July, in the year of Our Lord one thousand eight hundred and seventy three, and the said parties of the first part, guarantee that the said steam engines, pumps and steam boilers, shall remain in thorough working order up to the first day of January in the year one thousand eight hundred and seventy-five, under competent management. In consideration whereof, Her Majesty Queen Victoria, represented by the said Commissioner, as aforesaid, doth hereby promise and agree to pay to the parties of the first part, or to the heirs, assigns or legal representatives of the parties of the first part, the rates and prices hereinafter mentioned, viz.:—Five thousand one hundred dollars, lawful money of Canada for the said four steam boilers in all; four thousand eight hundred and ninety dollars for the said two steam engines and pumps in all; and at the rate of ten and a half cents per pound for the shafting and forgings; nine cents per pound for the said pulleys and hangers; and five cents per pound for the said castings, and payment thereof will be made by Her Majesty according to the provisions of the said Act of the Legislature of Ontario, intituled, "an Act respecting the Public Works of Ontario," and according to the terms, conditions and stipulations contained in the said specification hereto annexed.

And the said parties of the first part, and Her Majesty represented as aforesaid, do hereby declare, covenant and agree, that the said contract and undertaking shall be, and is further made and entered into by them the said parties of the first part, and Her Majesty, represented as aforesaid, under the express clauses, stipulations, covenants, and conditions following, that is to say :—

Firstly.—That payments of the price hereinbefore mentioned shall be made to the parties of the first part within ten days after an estimate of the Architect, Engineer or person in charge, shall have been received by the said Commissioner, specifying the amount of work done during the month then ending, but that nevertheless it shall be lawful for Her Majesty to withhold from the parties of the first part, and retain fifteen per cent. out of the amount of the estimates until the perfect completion of the work, and the acceptance of the same by the said Commissioner, which fifteen per cent. so withheld and retained shall be paid with the last instalment, within ten days after the Architect, Engineer, or person in charge, shall have delivered to the said Commissioner his final estimate of the work performed, and the materials furnished, in virtue of these presents, with detailed measurements, weights, &c., and his certificate in writing of the work, having been fully completed and finished, if the said Commissioner shall so soon have accepted and approved of the work; and that in forming his final estimate, the Architect, Engineer or other person in charge, shall not be bound or governed by the preceding monthly estimates; which shall be taken and considered merely as approximate: Provided always, and it is further agreed, that Her said Majesty, from time to time during the progress of the said works, may pay to the parties of the first part, the whole or any portion of the fifteen per cent, so withheld and retained.

Secondly.—That if, by the report of the Architect, Engineer or person in charge, employed by the said Commissioner in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to ensure the completion of the same within the time herein prescribed, or if the parties of the first part shall persist in any course, violating the provisions of this contract, Her said Majesty shall have the power, at her discretion, by the said Commissioner aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof out of the hands of the parties of the first part, and to re-let the same to any other contractor or contractors without its being previously advertised, or to employ additional workmen, and provide materials, tools and other necessary things at the expense of the parties of the first part; and the parties of the first part in either case shall be liable for all damages, and extra costs and expenditure, which may be incurred by reason thereof; and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them herein contained.

Thirdly.—That in case of failure in the contract, the parties of the first part shall forfeit all right and claim to the the said fifteen per cent., or any part thereof remaining unpaid, as well as to any moneys whatever due on this contract.

Fourthly.—That all materials for the said work shall, before being used, be inspected and approved of either by the said Commissioner, or such person as he may appoint, and any materials disapproved of shall not be used in the work, and if not removed by the parties of the first part when directed by the said Commissioner, the Architect, Engineer or person in charge, then the rejected materials shall be removed by the said Commissioner, the Architect, Engineer or person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the parties of the first part; but it is distinctly understood and agreed that the inspection and approval of materials shall not in any wise subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection, afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on account of the soundness or imperfection of the materials used.

Fifthly.—That it shall be in the power of Her said Majesty to make payments or advances on materials, implements, vessels, or tools of any description procured for the works, or used or intended to be used about the same, in such cases, and upon such terms and conditions, as to the said Commissioner may seem proper; and that whenever any advance or payment shall be made to the parties of the first part upon any tools, implements, or materials of any description, the tools, implements, or materials upon which such advance or payment shall be made, shall thenceforward be vested in, and held as collateral security by Her Majesty, her Heirs and Successors, for the due fulfilment by the parties of the first part of the present contract, it being, however, well understood that all such tools implements or materials of any kind are to remain at the risk of the parties of the first part, who shall be responsible for the same, until finally used and accepted as part of the work of the said Commissioner, the Architect, or Engineer, but the parties of the first part shall not presume to exercise any act of ownership

or control whatever over any tools, implements, or materials upon which any advance or payment shall have been so made, without the permission in writing of the said Commissioner, the Architect or Engineer.

Sixthly.—That should any overseer, mechanic or workman employed on or about the work, give any just cause of complaint, the parties of the first part shall immediately upon the application of the said Commissioner, the Architect, Engineer, or person in charge, dismiss such person or persons therewith from the works, and he shall not be employed again thereon without the consent of the said Commissioner, the Architect, Engineer, or person in charge; and should the parties of the first part continue to employ such overseer, mechanic or workman, the parties of the first part shall forfeit to Her Majesty, her Heirs and Successors, the sum of twenty dollars current money aforesaid, for each and every day during which such overseer, mechanic; or workman, shall be employed on the works after such application as aforesaid; and all sums so forfeited shall be deducted from and out of the amount which the parties of the first part may be entitled to receive from Her said Majesty, at the commencement of the month next issuing such forfeit, or at a later period as Her Majesty shall deem proper.

Seventhly. That if any change or alteration, either in the position or details of any part of the work, shall be required by the said Commissioner the Architect or Engineer, during the progress thereof, the parties of the first part are hereby bound to make such alteration or change, and if such alteration or change shall entail extra expense on the said parties of the first part, either in labour or materials, the same shall be allowed to the said parties of the first part, or should it be a saving to the said parties of the first part in either labour or materials, the same shall be deducted from the amount of this Contract; in either case, the amount is to be determined by the estimate of the said Commissioner, the Architect or Engineer, but no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same be required to be made pending the said Contract, shall in any wise have the effect of suspending, superseding, annulling, or rescinding this Contract, which shall continue to subsist notwithstanding any such change or alteration; and every such change or alteration shall be performed and made by the said parties of the first part, under and subject to the conditions, stipulations and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of this Contract, and should the said parties of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this Contract, the same shall be paid for at the estimated prices of the Architect or Engineer in charge of the works; but no change or alteration as aforesaid whatever, and no extra work whatever shall be done without the written authority of the Architect or Engineer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

Eighthly. That the parties of the first part shall not in any way dispose of, sub-let or re-let any portion of the work embraced in this Contract, except the procuring of materials.

Ninthly. Should any difference of opinion arise as to the construction to be put upon any part of the Specification or Plans, the same shall be determined by the said Commissioner, the Architect or Engineer, and such determination shall be final and conclusive, and binding upon the parties to this Contract, and every of them.

Tenthly. That any notice or other paper connected with these presents, which may be required or desired on behalf of Her Majesty, to be served on the parties of the first part, may be addressed to the parties of the first part, at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office, shall, to all intents and purposes, be considered legally served.

Eleventhly. That should the parties of the first part not complete the work herein contracted for at the period agreed upon, as above mentioned, the said parties of the first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work on behalf of the said Commissioner, from the above named period of completion, until the same shall actually be completed and received.

Twelfthly. That should the amount now voted for this service by the Legislature be at any time expended previous to the completion of the work now contracted for, the said parties

of the first part may or not, as may be seen fit, on receiving a notice in writing from the said party of the second part to the above effect, stop the work; but in any case, the parties of the first part shall not be entitled to any further payment for work done, after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the said parties of the first part have any claim for compensation or damages for the said suspension of payment.

In witness whereof, the parties of the first part, and the said Commissioner representing Her Majesty as aforesaid, have hereunto signed their names, and set their seals on the day above written.

(Signed) JAMES I. DICKEY
JOHN NEILL
N. DICKEY

Signed and sealed by said parties of the first part, in presence of

(Signed) J. M. NEILL, Jun.

Signed and sealed by the said Commissioner of Agriculture and Public Works, in the presence of

(Signed) F. T. JONES
(Signed) ARCH. MCKELLAR.

Contract—John Wilkie, 3rd January, 1873.

ARTICLES OF AGREEMENT made and entered into on the third day of January, in the year of Our Lord one thousand eight hundred and seventy-three, and made in duplicate, between John Wilkie, of the City of Toronto, in the County of York, and Province of Ontario, Contractor, of the first part, and Her Majesty, Queen Victoria, represented herein by the Honourable Archibald McKellar, Commissioner of Agriculture and Public Works for the Province of Ontario, under and by virtue of the Act respecting the Public Works of Ontario, passed in the thirty-second year of the reign of Her Majesty, chaptered twenty-eight, of the second part, witness that the party of the first part hereby binds and obliges himself, his heirs, executors, and administrators, to and in favour of Her Majesty, her heirs and successors, for and in consideration of the covenants, conditions and agreements hereinafter, and in the Specification hereto annexed, contained, to find all necessary tools, implements and materials whatsoever, and to construct, complete and finish in every respect, to the entire satisfaction of the said Commissioner, his Architect, Engineer, or person in charge, all the iron doors for cells, and the iron gratings over same, and all the iron doors for the corridors and passages required for the Central Prison now in course of erection at the said City of Toronto; said doors and gratings to be constructed, as regards materials and workmanship, and in all respects in accordance with the patterns and detailed drawings thereof, labelled and signed by the said party of the first part, in a good, substantial and workmanlike manner, the whole to be completed and finished, and delivered at the building, and be in every respect ready for use on or before the first day of May next. In consideration whereof, Her Majesty, Queen Victoria, represented by the said Commissioner, as aforesaid, doth hereby promise and agree to pay to the party of the first part, or to the heirs, assigns, or legal representatives of the party of the first part, the rates and prices hereinafter mentioned, viz.: at twelve and a half cents per pound for the whole work, and payment thereof will be made by Her Majesty, according to the provisions of the said Act of the Legislature of Ontario, intituled "An Act respecting the Public Works of Ontario," and according to the terms, conditions, and stipulations contained in the Specification hereto annexed.

And the said party of the first part, and Her Majesty, represented as aforesaid, do hereby declare, covenant, and agree, that the said contract and undertaking shall be, and is further made and entered into by him the said party of the first part, and Her Majesty, represented as aforesaid, under the express clauses, stipulations, covenants, and conditions following, that is to say:—

Firstly. That payments of the price hereinbefore mentioned shall be made to the party

of the first part within ten days after an estimate of the Architect, Engineer, or person in charge, shall have been received by the said Commissioner, specifying the amount of work done and delivered during the month then ending, but that nevertheless it shall be lawful for Her Majesty to withhold from the party of the first part, and retain fifteen per cent. out of the amount of the estimates until the perfect completion of the work, and the acceptance of the same by the said Commissioner, which fifteen per cent. so withheld and retained shall be paid with the last instalment, within ten days after the Architect, Engineer, or person in charge, shall have delivered to the said Commissioner his final estimate of the work performed, and the materials furnished, in virtue of these presents, with detailed measurements, weights, &c., and his certificate in writing of the work having been fully completed and finished, if the said Commissioner shall so soon have accepted and approved of the work; and that in forming his final estimate, the Architect, Engineer, or other person in charge, shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate: Provided always, and it is further agreed, that Her said Majesty, from time to time during the progress of the works, may pay to the party of the first part, the whole or any portion of the fifteen per cent. so withheld and retained.

Secondly. That if, by the report of the Architect, Engineer, or person in charge, employed by the said Commissioner in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to ensure the completion of the same within the time herein prescribed, or if the party of the first part shall persist in any course violating the provisions of this contract, Her said Majesty shall have the power, at her discretion, by the said Commissioner aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the party of the first part, and to re-let the same to any other Contractor or Contractors without its being previously advertised, or to employ additional workmen, and provide materials, tools, and other necessary things at the expense of the party of the first part; and the party of the first part in either case shall be liable for all damages, and extra costs and expenditure, which may be incurred by reason thereof; and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them, herein contained.

Thirdly. That in case of failure in the contract, the party of the first part shall thereby forfeit all right and claim to the said fifteen per cent., or any part thereof remaining unpaid, as well as to any moneys whatever due on this Contract.

Fourthly. That all materials for the said work shall, before being used, be inspected and approved of either by the said Commissioner, or such person as he may appoint, and any materials disapproved of shall not be used in the work, and if not removed by the party of the first part when directed by the said Commissioner, the Architect, Engineer, or person in charge, then the rejected materials shall be removed by the said Commissioner, the Architect, Engineer, or person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the party of the first part; but it is distinctly understood and agreed that the inspection and approval of materials shall not in any wise subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used,

Fifthly. That it shall be in the power of Her said Majesty to make payments or advances on materials, implements, vessels, or tools of any description procured for the works, or used, or intended to be used about the same, in such cases, and upon such terms and conditions as to the said Commissioner may seem proper; and that whenever any advance or payment shall be made to the party of the first part upon any tools, implements, or materials of any description, the tools, implements, or materials upon which such advance or payment shall be made, shall thenceforth be vested in, and held as collateral security by Her Majesty, her heirs and successors, for the due fulfilment by the party of the first part of the present contract, it being, however, well understood that all such tools, implements or materials of any kind are to remain at the risk of the party of the first part, who shall be responsible for the same, until finally used and accepted as part of the work by the said Commissioner, the Architect, or Engineer, but the party of the first part shall not presume to exercise any act

of ownership or control whatever over any tools, implements or materials upon which any advance or payment shall have been so made, without the permission in writing of the said Commissioner, the Architect or Engineer.

Sixthly. That should any overseer, mechanic or workman employed on or about the work give any just cause of complaint, the party of the first part shall, immediately upon the application of the said Commissioner, the Architect, Engineer, or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent of the said Commissioner, the Architect, Engineer, or person in charge; and should the party of the first part continue to employ such overseer, mechanic, or workman, the party of the first part shall forfeit to Her Majesty, her heirs and successors, the sum of twenty dollars current money aforesaid, for each and every day during which such overseer, mechanic, or workman shall be employed on the works after such application as aforesaid; and all sums so forfeited shall be deducted from and out of the amount which the party of the first may be entitled to receive from Her said Majesty, at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper.

Seventhly. That if any change or alteration, either in the position or details of any part of the work, shall be required by the said Commissioner, the Architect, or Engineer, during the progress thereof, the party of the first part is hereby bound to make such alteration or change, and if such alteration or change shall entail extra expense on the said party of the first part, either in labour or materials, the same shall be allowed to the said party of the first part, or should it be a saving to the said party of the first part in either labour or materials, the same shall be deducted from the amount of this Contract; in either case, the amount is to be determined by the estimate of the said Commissioner, the Architect, or Engineer, but no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be required to be made, pending the said Contract, shall in any wise have the effect of suspending, superseding, annulling, or rescinding this Contract, which shall continue to subsist notwithstanding any such change or alteration; and every such change or alteration shall be performed and made by the said party of the first part, under and subject to the conditions, stipulations, and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of this Contract and should the said party of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this Contract, the same shall be paid for at the estimated prices of the Architect, or Engineer in charge of the work; but no change or alteration as aforesaid whatever, and no extra work whatever shall be done without the written authority of the Architect or Engineer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

Eighthly. That the party of the first part shall not in any way dispose of, sub-let, or relet any portion of the work embraced in this Contract, except the procuring of materials.

Ninthly. Should any difference of opinion arise as to the construction to be put upon any part of the Specification or Plans, the same shall be determined by the Commissioner, the Architect or Engineer, and such determination shall be final and conclusive, and binding upon the parties to this Contract, and every of them.

Tenthly. That any notice or other paper connected with these presents, which may be required or desired on behalf of Her Majesty, to be served on the party of the first part, may be addressed to the party of the first part, at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office, shall, to all intents and purposes, be considered legally served.

Eleventhly. That should the party of the first part not complete the work herein contracted for at the period agreed upon, as above mentioned, the said party of the first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work on behalf of the said Commissioner, from the above named period for completion until the same shall actually be completed and received.

Twelfthly. That should the amount now voted for this service by the Legislature be at any time expended previous to the completion of the work now contracted for, the said party of the first part may or not, as may be seen fit, on receiving a notice in writing from the said

party of the second part to the above effect, stop the work ; but in any case, the party of the first part shall not be entitled to any further payment for work done, after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature ; nor shall the said party of the first part have any claim for compensation or damages for the said suspension of payment.

In witness whereof, the party of the first part, and the said Commissioner representing Her Majesty as aforesaid, have hereunto signed their names, and set their seals on the day above written.

Signed and sealed by the said party of the first part, in presence of

(Signed) F. J. Jones. (Signed) John Wilkie.

Signed and sealed by the said Commissioner of Agriculture and Public Works, in presence of

(Signed) F. T. Jones. (Signed) Arch. McKellar.

Contract—Neil Currie, 11th January, 1873.

Central Prison,
Toronto, 11th January, 1873.

Specification of Cupolas for Central Prison.

Four wrought iron cylinders, six feet diameter, twenty-five feet long, and one-quarter of an inch thick inside, to be provided with air chambers twenty inches from the bottom, and sixteen inches deep ; also, four rings, three to be made broad enough to support the bricks inside, and a door nine feet six inches from the bottom for feeding and firing.

Four base plates, not to be less than one and one-half inch thick, with centre door underneath, made in halves, for drawing out slag of cupolas, the same to have raised rings on each side, one on the top for wrought iron cylinder to fit in, and four smaller on the underside of each for the columns to fit in.

Sixteen columns, three feet three inches long, and six inches diameter at the bottom, and slightly tapered with square base, not less than ten inches to rest on the stone work, the columns to be cored so that a bolt may pass right through the stone foundation, up the column and through the bed plate, thoroughly securing all fast together, with nuts on the top.

Provide ten tempering tanks, five feet in diameter, six feet in depth, with cover to each tank of common boiler plate, one-quarter of an inch in thickness, where shown on the plans.

The above to be delivered and fixed with all necessary pipes, and valves required in the Cupola Building, to the satisfaction of the Commissioner of Public Works, the Architect, Engineer, and person in charge.

(Signed) Charles C. Banks,
Superintendent Machinery.

Articles of Agreement made and entered into on the Fourteenth day of January, in the year of Our Lord one thousand eight hundred and seventy-three, and made in Duplicate between Neil Currie, of the City of Toronto, in the County of York, and Province of Ontario, Boiler Maker, of the first part, and Her Majesty, Queen Victoria, represented herein by the Honourable Archibald McKellar, Commissioner of Agriculture and Public Works for the Province of Ontario, under and by virtue of the Act respecting the Public Works of Ontario, passed in the thirty-second year of the reign of Her Majesty, chaptered twenty-eight, of the second part, witness that the party of the first part hereby binds and obliges himself, his heirs, executors and administrators to, and in favour of, Her said Majesty, her Heirs and Successors, for, and in consideration of, the covenants, conditions and agreements hereinafter, and in the Specification hereto annexed, contained, to find all necessary tools, implements and materials whatsoever, and to construct, complete and finish in every respect, to the entire satisfaction of the said Commissioner, his Architect, Engineer, or person in charge, all the four cupolas, and flanges, and air box connected therewith; also ten tempering tanks, for the Central

Prison now in course of erection, in the said City of Toronto, as described in, and in accordance with the specification aforesaid, and as shown on the Plan signed by the said party of the first part, in a good, substantial and workmanlike manner, the whole to be completed and finished, and be in every respect ready for use on or before the First day of May next: In consideration whereof, Her Majesty, Queen Victoria, represented by the said Commissioner, as aforesaid, doth hereby promise and agree to pay to the party of the first part, or to the heirs, assigns or legal representatives of the party of the first part, the rates and prices hereinafter mentioned, viz:—Four thousand seven hundred and sixty-five dollars for the said cupolas, flanges, and air-box connected therewith, and two thousand three hundred dollars for the said tempering tanks being seven thousand and sixty five dollars in all, and payment thereof will be made by Her said Majesty, according to the provisions of the said Act of the Legislature of Ontario, intituled "An Act respecting the Public Works of Ontario," and according to the terms, conditions, and stipulations contained in the said Specification hereto annexed.

And the said party of the first part, and Her said Majesty, represented as aforesaid, do hereby declare, covenant and agree, that the said contract and undertaking shall be, and is further made and entered into by him, the said party of the first part, and Her said Majesty, represented as aforesaid, under the express clauses, stipulations, covenants, and conditions following, that is to say:—

Firstly. That payments of the price hereinbefore mentioned shall be made to the party of the first part within ten days after an estimate of the Architect, Engineer, or person in charge, shall have been received by the said Commissioner, specifying the amount of work done during the month then ending, but that nevertheless it shall be lawful for Her Majesty to withhold from the party of the first part, and retain fifteen per cent. out of the amount of the estimates until the perfect completion of the work, and the acceptance of the same by the said Commissioner, which fifteen per cent. so withheld and retained shall be paid with the last instalment, within ten days after the Architect, Engineer, or person in charge, shall have delivered to the said Commissioner his final estimate of the work performed, and the materials furnished, in virtue of these presents, with detailed measurements, weights, &c., and his certificate in writing of the work having been fully completed and finished, if the said Commissioner shall so soon have accepted and approved of the work; and that in forming his final estimate, the Architect, Engineer, or other person in charge, shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate: Provided always, and it is further agreed, that Her said Majesty, from time to time during the progress of the works, may pay to the party of the first part, the whole or any portion of the fifteen per cent. so withheld and retained.

Secondly. That if, by the report of the Architect, Engineer, or person in charge, employed by the said Commissioner in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to ensure the completion of the same within the time herein prescribed, or if the party of the first part shall persist in any course violating the provisions of this contract, Her said Majesty shall have the power, at her discretion, by the said Commissioner aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the party of the first part, and to re-let the same to any other Contractor or Contractors without its being previously advertised, or to employ additional workmen, and provide materials, tools and other necessary things at the expense of the party of the first part; and the party of the first part in either case shall be liable for all damages, and extra costs and expenditure, which may be incurred by reason thereof; and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them herein contained.

Thirdly. That in case of failure in the Contract, the party of the first part shall thereby forfeit all right and claim to the said fifteen per cent., or any part thereof remaining unpaid, as well as to any moneys whatever due on this Contract.

Fourthly. That all materials for the said work shall, before being used, be inspected and approved of, either by the said Commissioner, or such person as he may appoint, and any materials disapproved of shall not be used in the work, and if not removed by the party of the first part when directed by the said Commissioner, the Architect, Engineer, or person in charge, then the rejected materials shall be removed by the said Commissioner, the Architect,

Engineer, or person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the party of the first part; but it is distinctly understood and agreed that the inspection and approval of materials shall not in any wise subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

Fifthly. That it shall be in the power of Her said Majesty to make payments or advances on materials, implements, vessels, or tools of any description procured for the works, or used, or intended to be used about the same, in such cases, and upon such terms and conditions, as to the said Commissioner may seem proper; and that whenever any advance or payment shall be made to the party of the first part upon any tools, implements, or materials of any description, the tools, implements or materials upon which such advance or payment shall be made, shall thenceforward be vested in, and held as collateral security by Her Majesty, her Heirs and Successors, for the due fulfilment by the party of the first part of the present contract, it being, however, well understood that all such tools, implements, or materials of any kind, are to remain at the risk of the party of the first part, who shall be responsible for the same, until finally used and accepted as part of the work by the said Commissioner, the Architect, or Engineer, but the party of the first part shall not presume to exercise any act of ownership or control whatever over any tools, implements or materials upon which any advance or payment shall have been so made, without the permission in writing of the said Commissioner, the Architect, or Engineer.

Sixthly. That should any overseer, mechanic or workman employed on or about the work, give any just cause of complaint, the party of the first part shall, immediately upon the application of the said Commissioner, the Architect, Engineer, or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent of the said Commissioner, the Architect, Engineer, or person in charge; and should the party of the first part continue to employ such overseer, mechanic or workman, the party of the first part shall forfeit to Her Majesty, her Heirs and Successors, the sum of twenty dollars current money aforesaid, for each and every day during which such overseer, mechanic, or workman, shall be employed on the works after such application as aforesaid; and all sums so forfeited shall be deducted from and out of the amount which the party of the first part may be entitled to receive from Her said Majesty at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper.

Seventhly.—That if any change or alteration either in the position or details of any part of the work, shall be required by the said Commissioner, the Architect, or Engineer, during the progress thereof, the party of the first part is hereby bound to make such alteration or change and if such alteration or change shall entail extra expense on the said party of the first part, either in labour or materials the same shall be allowed to the said party of the first part, or should it be a saving to the said party of the first part in either labour or materials, the same shall be deducted from the amount of this Contract; in either case, the amount is to be determined by the estimate of the said Commissioner, the Architect or Engineer, but no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be required to be made pending the said contract, shall in any wise have the effect of suspending, superseding, annulling, or rescinding this Contract, which shall continue to subsist notwithstanding any such change or alteration; and every such change or alteration shall be performed and made by the said party of the first part, under and subject to the conditions, stipulations, and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of this Contract, and should the said party of the first part, be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this Contract, the same shall be paid for at the estimated prices of the Architect, or Engineer in charge of the works; but no change or alteration as aforesaid, whatever, and no extra work whatever shall be done without the written authority of the Architect or Engineer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

Eighthly.—That the party of the first part shall not in any way dispose of, sub-let or re-let any portion of the work embraced in this Contract, except the procuring of materials.

Ninthly.—Should any difference of opinion arise as to the construction to be put upon any part of the Specification or Plans, the same shall be determined by the said Commissioner, the Architect, or Engineer, and such determination shall be final and conclusive, and binding upon the parties to this Contract, and every of them.

Tenthly.—That any notice or other paper connected with these presents, which may be required or desired on behalf of Her Majesty, to be served on the party of the first part, may be adressed to the party of the first part, at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office shall, to all intents and purposes, be considered legally served.

Eleventhly.—That should the party of the first part not complete the work herein contracted for at the period agreed upon, as above mentioned, the said party of the first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work on behalf of the said Commissioner, from the above-named period for completion, until the same be actually completed and received.

Twelfthly.—That should the amount now voted for this service by the Legislature be at any time expended previous to the completion of the work now contracted for, the said party of the first part may or not, as may be seen fit, on receiving a notice in writing from the said party of the second part to the above effect, stop the work ; but in any case, the party of the first part shall not be entitled to any further payment for work done, after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature ; nor shall the said party of the first part have any claim for compensation or damages for the said suspension of payment.

In witness whereof, the party of the first part, and the said Commisssioner representing Her Majesty as aforesaid, have hereunto signed their names, and set their seals on the day above written.

Signed and sealed by the said party of the first part, in presence of

(Signed). Neil Currie.
(Signed) F. T. Jones.

Signed and sealed by the said Commissioner of Agriculture and Public Works, in presence of

(Signed) Arch. McKellar.

Contract, Canada Car Company, 4th July, 1873.

Specification of work to be performed, and material to be provided in machinery, plant, buildings, railway-tracks, turn-tables, &c., in the completion of the workshops and yards and other works connected with the Central Prison, now in course of erection at Toronto.

One number eight sturtevent fan, with counter shafting, pulleys, gearing and connections, to be set in the building known as the foundry. One number eight sturtevant fan, with counter shafting, pulleys, gearing and connections, to be set in the buildings known as the north shop. Two nail ovens, each 3 feet by 2 feet 6 inches, by 2 feet 6 inches, built of brick, and lined with best fire bricks, with proper foundations, doors, and fittings, to be set in the upper story of the south workshop. Three furnaces, each 3 feet, by 3 feet by 4 feet, built of brick and lined with best fire brick with proper foundations, doors and fittings, to be set in the south workshop. Two drum hoists, with a minimum capacity of two tons each, one in the south workshop and one for cupolas in the foundry. Two ladles, one 4 feet in diameter and 6 feet deep, of $\frac{1}{4}$ inch iron; one 4 feet diameter, 4 feet deep of $\frac{1}{4}$ inch iron, fitted for crane carriage, to be used in foundry. Four cranes, capacity 1,800 pounds each, of Walton's patent, to be set up in foundry. Four cranes ; capacity 1,800 pounds each, of Walton's patent,

to be set n in number two shed. Foundations for four hammers, each 21 feet long by 9 feet wide, by 7 ; et deep, to be built of oak, with proper framing and solid bed, to be set in number two she . One drying kiln, to cost not less then five hundred dollars, to be built where indicated on the plans. Coal bunks, substantially built with cedar posts and hemlock plank, capable of containing at one time, one thousand tons of coal, to be built where indicated on the plans. One shed for forges, mentioned above as number two shed, to be framed as indicated on accompanying plan, and of the following dimensions, viz: 80+50 with lean—to additions 40+20 on each side, to be built where indicated on the plan. One shed, known as number one shed, to be framed as indicated on the accompanying plan, and of the following dimensions, viz : 196+40 to be built where indicated on the plan. One elevated track built on framed tresselwork, properly braced, and with sills, posts, caps and longitudinals of sufficient strength to be laid to upper story of north shop.

Railway tracks to be laid down where indicated on plan, including all cutting, filling, levelling, grading, track-laying, and clay-ballasting, with all ties, rails, switches, fish plates, spikes, &c., required for the proper fulfilment of the work. Four large wooden turntables, set in suitable wells, with all gearing and machinery necessary to turn them by hand labor, to be set in where indicated on plans. Four small wooden turntables for handcarts or lorries, with pivots and rollers, or such other machinery as may be necessary to turn them by hand labour, to be set in where indicated on plans. All rails to be of the minimum weight of 56 lbs. to the yard.

Additional Conditions to be taken as part of the Contract hereto annexed :

1st. That in consideration of the extension of workshops made at the request of the Canada Car Company, (Limited,) the said Company will construct the works mentioned in the specification hereto annexed, (which it is estimated will cost twenty-five thousand two hundred and sixty dollars and ninety-eight cents,) for the sum of twenty-three thousand nine hundred and fifty-eight dollars.

2nd. That in calculating the cost of the said work so to be constructed, only the actual cost of the material and labour shall be taken into account, without additions of any kind.

3rd. That in case the works mentioned in the said specification cost (as so calculated) less than the said sum of twenty-five thousand two hundred and sixty dollars and ninety-eight cents, other works to be approved of in writing by the Commissioner of Agriculture and Public Works, shall be added to make up the deficiency, or a deduction shall be made from the said sum of twenty-three thousand nine hundred and fifty-eight dollars, equivalent to such deficiency.

4th. That at the conclusion of the contract with the Canada Car Company, the works mentioned in the specification, and any work or works added, as provided in the next preceding clause, shall be the property of Her Majesty.

5th. That should the said Company desire to substitute other works for those mentioned in the specification, or any of them, such substitution may be made, on the approval in writing of the said Commissioner.

6th. That every additional work which may be required under the third of these additional conditions, shall be completed on or before the first day of November next, and after that date the said Company shall not be entitled to have any additional work performed by them allowed for under the said third additional condition, but the deduction provided for therein or so much thereof as may not be exhausted by the authorized additional works then done, shall be made.

(Signed) F. T. Jones.

Contract—Canada Car Company, 14th July, 1873.

Articles of Agreement made and entered into on the fourteenth day of July, in the year of our Lord one thousand eight hundred and seventy-three, and made in duplicate between the Canada Car Company (Limited) of the City of Toronto, in the County of York, and Province of Ontario, of the first part, and Her Majesty, Queen Victoria, represented herein by the Honourable Archibald McKellar, Commissioner of Agriculture and Public Works for the Province of Ontario, under and by virtue of the Act respecting the Public Works of Ontario, passed in the 32nd year of the reign of Her Majesty, chaptered twenty-

eight, of the second part. Witness that the parties of the first part hereby bind and oblige themselves to, and in favour of, Her Majesty, her heirs and successors, for and in consideration of the covenants, conditions and agreements hereinafter, and in the specification and additional conditions hereto annexed, contained, to find all necessary tools, implements and materials whatsoever, and to construct, complete and finish in every respect, to the entire satisfaction of the said Commissioner, his architect engineer, or person in charge, all the following works, viz.:—Two Sturtevant fans, three furnaces, two nail ovens, two drum hoists, two troughs or ladles, eight cranes, foundations for four hammers, one drying kiln, coal bunks, two sheds, elevated and level railway tracks, four large and four small turn-tables, and also all and any additional works (if any) that may be agreed upon in the event provided for in the third clause of the said additional conditions, all for the Central Prison, now in course of erection, in the said City of Toronto, in accordance with the said specifications, and the plans and drawings therein referred to, in a good, substantial and workmanlike manner, the whole to be completed and finished, and be in every respect ready for use on or before the first day of October next, except the said additional works, which must be completed and ready for use on or before the first day of November next. In consideration whereof, Her Majesty, Queen Victoria, represented by the said Commissioner, as aforesaid, doth hereby promise and agree to pay to the parties of the first part, or to the heirs, assigns or legal representatives of the parties of the first part, the rates and prices hereinafter mentioned, viz: the sum of twenty-three thousand nine hundred and fifty-eight dollars of lawful money of Canada, for the whole of the said works, and additional works (if any), subject, however, to the deduction provided for in the event mentioned in the third clause of the said additional conditions, and payment thereof will be made by Her Majesty, according to the provisions of the said Act of the Legislature of the Province of Ontario, intituled "An Act respecting the Public Works of Ontario.

And the said parties of the first part, and Her Majesty, represented as aforesaid, do hereby declare, covenant and agree, that the said contract and undertaking shall be, and is further made and entered into by them the said parties of the first part, and Her Majesty, represented as aforesaid, under the express clauses, stipulations, covenants and conditions following, that is to say:

Firstly. That payments of the price hereinbefore mentioned shall be made to the parties of the first part within ten days after an estimate of the architect, engineer, or person in charge, shall have been received by the said Commissioner, specifying the amount of work done and delivered during the month then ending, but nevertheless it shall be lawful for Her Majesty to withhold from the party of the first part, and retain fifteen per cent. out of the amount of the estimates until the perfect completion of the work, and the acceptance of the same by the said Commissioner, which fifteen per cent. so withheld and retained shall be paid with the last instalment, within ten days after the architect, engineer, or person in charge, shall have delivered to the said Commissioner his final estimate of the work performed, and the materials furnished, in virtue of these presents, with detailed measurements weights &c., and his certificate in writing of the work having been fully completed and finished if the Commissioner shall so soon have accepted and approved of the work; and that in forming his final estimate, the architect, engineer, or other person in charge, shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate: Provided always, and it is further agreed, that Her Majesty, from time to time during the progress of the works, may pay to the parties of the first part, the whole or any portion of the fifteen per cent. so withheld and retained.

Secondly. That if, by the report of the architect, engineer, or person in charge, employed by the said Commissioner in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to insure the completion of the same within the time herein prescribed, or if the parties of the first part shall persist in any course violating the provisions of this contract, Her said Majesty shall have the power, at her discretion, by the said Commissioner aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the parties of the first part, and to relet the same to any other contractor or contractors without its being previously advertized, or to employ additional workmen, and provide materials, tools and other necessary things at the expense of the parties of the first part; and the parties of the first part in either case shall be liable for

all damages, and extra costs and expenditure, which may be incurred by reason thereof; and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them herein contained.

Thirdly. That in case of failure in the contract, the parties of the first part shall hereby forfeit all right and claim to the said fifteen per cent., or any part thereof remaining unpaid, as well as to any moneys whatever due on this contract.

Fourthly. That all materials for the said work shall, before being used, be inspected and approved of either by the said Commissioner, or such person as he may appoint, and any materials disapproved of shall not be used in the work, and if not removed by the parties of the first part when directed by the said Commissioner, the architect, engineer, or person in charge, then the rejected materials shall be removed by the said Commissioner, the architect, engineer, or person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the parties of the first part; but it is distinctly understood and agreed that the inspection and approval of materials shall not in any wise subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

Fifthly. That it shall be in the power of Her said Majesty to make payments or advances on materials, implements, vessels or tools of any description procured for the works, or used, or intended to be used about the same, in such cases, and upon such terms and conditions, as to the said Commissioner may seem proper; and that whenever any advance or payment shall be made to the parties of the first part upon any tools, implements or materials of any description, the tools, implements or materials upon which such advance or payment shall be made, shall thenceforward be vested in, and held as collateral security by Her Majesty, her heirs and successors, for the due fulfilment by the parties of the first part of the present contract, it being, however, well understood that all such tools, implements or materials of any kind, are to remain at the risk of the parties of the first part, who shall be responsible for the same, until finally used and accepted as part of the work by the said Commissioner, the architect or engineer, but the parties of the first part shall not presume to exercise any act of ownership or control whatever over any tools, implements or materials upon which any advance or payment shall have been so made, without the permission in writing of the said Commissioner, the architect or engineer.

Sixthly. That should any overseer mechanic or workman employed on or about the work, give any just cause of complaint, the parties of the first part shall, immediately upon the application of the said Commissioner, the architect, engineer or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent of the said Commissioner, the architect, engineer, or person in charge; and should the parties of the first part continue to employ such overseer, mechanic or workman, the parties of the first part shall forfeit to Her Majesty, her heirs and successors, the sum of twenty dollars current money aforesaid, for each and every day during which such overseer, mechanic or workman, shall be employed on the works after such application as aforesaid; and all sums so forfeited shall be deducted from and out of the amount which the parties of the first part may be entitled to receive from Her said Majesty at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper

Seventhly. That if any change or alteration, either in the position or details of any part of the work, shall be required by the said Commissioner, the Architect, or Engineer, during the progress thereof, the parties of the first part are hereby bound to make such alteration or change, and if such alteration or change shall entail extra expense on the said parties of the first part, either in labour or materials, the same shall be allowed to the said parties of the first part; or should it be a saving to the said parties of the first part in either labour or materials, the same shall be deducted from the amount of this Contract; in either case, the amount is to be determined by the estimate of the said Commissioner, the Architect, or Engineer, but no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be required to be made, pending the said Contract, shall in any wise have the effect of suspending, superseding, annulling, or rescinding this Contract,

which shall continue to subsist notwithstanding any such change or alteration; and every such change or alteration shall be performed and made by the said parties of the first part, under and subject to the conditions, stipulations, and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of this Contract, and should the said parties of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this Contract, the same shall be paid for at the estimated prices of the Architect, or Engineer in charge of the works; but no change or alteration as aforesaid whatever, and no extra work whatever, shall be done without the written authority of the Architect, or Engineer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

Eighthly. That the parties of the first part shall not in any way dispose of, sub-let or re-let any portion of the work embraced in this Contract, except the procuring of materials.

Ninthly. Should any difference of opinion arise as to the construction to be put upon any part of the Specification or Plans, the same shall be determined by the said Commissioner, the Architect, or Engineer, and such determination shall be final and conclusive, and binding upon the parties to this Contract, and every of them.

Tenthly. That any notice or other paper connected with these presents, which may be required or desired, on the part of Her Majesty, to be served on the parties of the first part, may be addressed to the parties of the first part, at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office shall, to all intents and purposes, be considered legally served.

Eleventhly. That should the parties of the first part not complete the work herein contracted for at the period agreed upon, as above mentioned, the said parties of the first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work on behalf of the said Commissioner, from the above-named period for completion until the same shall actually be completed and received.

Twefthly. That should the amount now voted for this service by the Legislature be at any time expended previous to the completion of the work now contracted for, the said parties of the first part may or not, as may be seen fit, on receiving a notice in writing from the said party of the second part to the above effect, stop the work; but in any case the parties of the first part shall not be entitled to any further payment for work done after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the parties of the first part have any claim for compensation or damages for the said suspension of payment.

In witness whereof the said parties of the first part, and the said Commissioner representing Her Majesty as aforesaid, have hereunto signed their names, and set their seals on the day above written.

Signed and sealed by the said parties of the first part in presence of (Signed) M. SHEPPARD. (Signed) HUGH BAINES, *Managing Director.* JAMES TEPLER, *Secretary and Treasurer, Canada Car Company (Limited.)*

Signed and sealed by the said Commissioner of Agriculture and Public Works, in presence of (Signed) F. T. JONES (Signed) ARCH. McKELLAR.

Contract—Dinnis & Cheard, 7th August, 1873.

SPECIFICATION of sundry work required in the construction of a water supply-pipe at the engine house of the Toronto Lunatic Asylum, in accordance with the accompanying plan, dated September 11th, 1872.

EXCAVATOR.

Make the necessary excavation for a well where shown on the plan and section, to be twelve feet from the surface, the well to be twelve feet clear diameter on the inside, and eigh feet in height.

Make the necessary excavation also, for the supply pipe through the crib work, and into the present well, providing all necessary pumping coffer dams, &c., that may be required, so as to enable the smith to make the necessary connection, and to lay the water supply pipe.

BRICKLAYER, &c.

Build proposed wall with man-hole, three feet square, as shown on the plan and section of brickwork, nine inches in thickness, circular, ten feet in diameter, and eight feet in depth; bricks to be hard burnt, and laid in Oswego water lime, and sharp sand in equal proportions, and to be plastered two coats in water lime; the bottom to be brick on edge, plastered with water lime; the top to be covered with flagging, four inches in thickness, with water lime joints.

CARPENTER, &c., &c.

Construct crib-work at east end of proposed water supply pipe, three hundred feet in south easterly direction from the crib-work, at the present engine house, to protect the end of the pipe from injury. The crib-work to be twenty feet square on the outside, and ten feet square on the inside, and to be eight rounds in height from the bottom to the level; the whole height to be twelve feet to the top of the planking covering the crib-work. The crib-work to be constructed of pine timber, twelve inches square, double dovetailed at the angle, and pinned with oak pins, two inches square, and two feet in length, each round to be bolted with iron one inch square, eighteen inches in length, three to each side, or twelve in all, for the outside rounds, and eight bolts for the inside rounds; twenty (20) for each course, or one hundred for the height to the level line; each course to have two ties on each side, eight for each course, or forty in all, to be pinned; the framing of the inside portion to extend to the line of the outside courses, and to be pinned with oak pins, as before described.

The upper portion of the crib work, to be levelled as shown, courses to be of pine timber, twelve inches in height, and secured with iron bolts, as before described, five feet apart. The level portion and top to be covered with planking, two inches in thickness, to be secured with six-inch wrought spikes, on ten by eight inch ties, four feet apart from centres.

Leave trap door three feet square in centre, with hinges and strong padlock for access to pipe when necessary. Provide flooring eight inches in thickness, to rest on ties on the first round from the bottom, to be pinned as before described, to support ballasting to secure crib-work.

The whole of the space between the outer and inner rounds, or eight feet in width, and to the full height to the inside of the bevelled planking, to be filled with Lake or other stone, closely packed.

The inner portion of the crib-work for ten feet square, to be cleared out round the terminus of the proposed supply pipe, and the whole left complete in every respect.

The whole of the above work to be fully completed on or before the 1st day of October next, under a penalty of £5 per week, for every week beyond that time.

(Signed) KIVAS TULLY.
Architect & Engineer.

Toronto, April 17th, 1873.

Contract—Richard Dinnis, Charles Chard, and John Dill, 7th August, 1873.

KNOW ALL MEN BY THESE PRESENTS, That we, Richard Dinnis of the City of Toronto, in the County of York and Province of Ontario, Contractor; Charles Chard of the City of Toronto, in the County of York and Province aforesaid, Contractor; and James Walsh, of the City of Toronto, in the County of York and Province aforesaid, Contractor; and John Dill, of the same place, Painter, are held and firmly bound unto Our Sovereign

Lady Queen Victoria, her heirs and successors, in the penal sum of Two Thousand Five Hundred Dollars of lawful money of Canada, for which payment, well and truly to be made, we and each of us, jointly and severally, bind ourselves, our and each of our heirs, executors, and administrators, firmly by these presents.

Sealed with our seals and dated the seventh day of August, in the year of Our Lord one thousand eight hundred and seventy-three.

Whereas, by certain articles of agreement made and entered into on the seventh day of August, in the year of Our Lord one thousand eight hundred and seventy-three, between the said Richard Dinnis and Charles Chard, of the first part, and Her Majesty Queen Victoria, represented therein by the Honourable the Commissioner of Agriculture and Public Works, for the Province of Ontario, of the second part, the said Richard Dinnis and Charles Chard did contract to perform certain work in the said Articles of Agreement mentioned, and in the specification thereto annexed described, relating to crib, well, and inside coffer dam, for the water works for the Central Prison, now being erected in Toronto, in accordance with the said specification and the plan therein referred to, in manner and according to the covenants, clauses, conditions, and stipulations therein contained, as will appear by the said Articles of Agreement hereunto annexed.

Now, the condition of this obligation is such that if the said Richard Dinnis and Charles Chard, their heirs, executors, or administrators, do, and shall well, truly, and faithfully perform, observe, fulfil, and keep all and singular the said covenants, stipulations, and agreements, to be by them performed, observed, fulfilled, and kept, as in the said Articles of Agreement and in the specification contained, then this obligation shall be null and void, otherwise to be and remain in full force and virtue, and nothing that will not discharge the said Richard Dinnis and Charles Chard from liability shall, either at law or in equity, discharge the above-bounden James Walsh and John Dill from liability under this bond or obligation.

In witness whereof, the parties to these presents have hereunto set their hands and seals, the day and year first above written.

Signed and sealed in the presence of
(Signed) F. T. Jones.

(Signed) James Walsh.
John Dill.

(Signed) Richard Dinnis.
Charles Chard.

Contract—Richard Dinnis and Charles Chard, 7th August, 1873.

Articles of Agreement made and entered into on the seventh day of August, in the year of Our Lord one thousand eight hundred and seventy-three, and made in duplicate, between Richard Dinnis, of the City of Toronto, in the County of York, and Province of Ontario, Contractor, and Charles Chard, of the same place, Contractor, of the first part, and Her Majesty, Queen Victoria, represented herein by the Honourable Archibald McKellar, Commissioner of Agriculture and Public Works for the Province of Ontario, under and by virtue of the Act respecting the Public Works of Ontario, passed in the thirty-second year of the reign of Her Majesty, chaptered twenty-eight, of the second part, witness that the parties of the first part hereby bind and oblige themselves, their heirs, executors, and administrators, to and in favour of Her Majesty, her heirs and successors, for and in consideration of the covenants, conditions and agreements hereinafter, and in the Specification hereto annexed, contained, to find all necessary tools, implements and materials whatsoever, and to construct, complete and finish in every respect, to the entire satisfaction of the said Commissioner, his Architect, Engineer, or person in charge, all the crib, well, and inside coffer dam, for the water works for the Central Prison now being erected in Toronto, in accordance with the said Specification, and the plan therein referred to, in a good, substantial and workmanlike manner, the whole to be completed and finished, and be in every respect ready for use on or before the first day of October next. In consideration whereof, Her Majesty, Queen Victoria, represented by the said Commissioner, as aforesaid, doth hereby promise and agree to pay to the parties of the first part, or to the heirs, assigns, or legal representatives of the parties of the first part, the rates and prices hereinafter mentioned,

viz. : Two Thousand Two Hundred and Fifty Dollars of lawful money of Canada; and payment thereof will be made by Her Majesty, according to the provisions of the said Act of the Legislature of Ontario, intituled "An Act respecting the Public Works of Ontario," and according to the terms, conditions, and stipulations contained in the Specification hereto annexed.

And the said parties of the first part, and Her Majesty, represented as aforesaid, do hereby declare, covenant, and agree, that the said contract and undertaking shall be, and is further made and entered into by them the said parties of the first part, and Her Majesty, represented as aforesaid, under the express clauses, stipulations, covenants, and conditions following, that is to say :—

Firstly. That payments of the price hereinbefore mentioned shall be made to the parties of the first part within ten days after an estimate of the Architect, Engineer, or person in charge, shall have been received by the said Commissioner, specifying the amount of work done during the month then ending, but that nevertheless it shall be lawful for Her Majesty to withhold from the parties of the first part, and retain fifteen per cent. out of the amount of the estimates until the perfect completion of the work, and the acceptance of the same by the said Commissioner, which fifteen per cent. so withheld and retained shall be paid with the last instalment, within ten days after the architect, engineer, or person in charge, shall have delivered to the said Commissioner his final estimate of the work performed, and the materials furnished, in virtue of these presents, with detailed measurements weights &c., and his certificate in writing of the work having been fully completed and finished if the Commissioner shall so soon have accepted and approved of the work ; and that in forming his final estimate, the architect, engineer, or other person in charge, shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate: Provided always, and it is further agreed, that Her Majesty, from time to time during the progress of the works, may pay to the parties of the first part, the whole or any portion of the fifteen per cent. so withheld and retained.

Secondly. That if, by the report of the Architect, Engineer, or person in charge, employed by the said Commissioner in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to ensure the completion of the same within the time herein prescribed, or if the parties of the first part shall persist in any course violating the provisions of this contract, Her said Majesty shall have the power, at her discretion, by the said Commissioner aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the parties of the first part, and to re-let the same to any other Contractor or Contractors without its being previously advertised, or to employ additional workmen, and provide materials, tools, and other necessary things at the expense of the parties of the first part; and the parties of the first part in either case shall be liable for all damages, and extra costs and expenditure, which may be incurred by reason thereof; and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them, herein contained.

Thirdly. That in case of failure in the contract, the parties of the first part shall thereby forfeit all right and claim to the said fifteen per cent., or any part thereof remaining unpaid as well as to any moneys whatever due on this Contract.

Fourthly. That all materials for the said work shall, before being used, be inspected and approved of either by the said Commissioner, or such person as he may appoint, and any materials disapproved of shall not be used in the work, and if not removed by the parties of the first part when directed by the said Commissioner, the Architect, Engineer, or person in charge, then the rejected materials shall be removed by the said Commissioner, the Architect, Engineer, or person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the parties of the first part ; but it is distinctly understood and agreed that the inspection and approval of materials shall not in any wise subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

Fifthly. That it shall be in the power of Her said Majesty to make payments or ad-

vances on materials, implements, vessels or tools of any description procured for the works, or used, or intended to be used about the same, in such cases, and upon such terms and conditions, as to the said Commissioner may seem proper; and that whenever any advance or payment shall be made to the parties of the first part upon any tools, implements or materials of any description, the tools, implements or materials upon which such advance or payment shall be made, shall thenceforward be vested in, and held as collateral security by Her Majesty, her heirs and successors, for the due fulfilment by the parties of the first part of the present contract, it being, however, well understood that all such tools, implements or materials of any kind, are to remain at the risk of the parties of the first part, who shall be responsible for the same, until finally used and accepted as part of the work by the said Commissioner, the Architect or Engineer, but the parties of the first part shall not presume to exercise any act of ownership or control whatever over any tools, implements or materials upon which any advance or payment shall have been so made, without the permission in writing of the said Commissioner, the Architect or Engineer.

Sixthly. That should any overseer, mechanic or workman employed on or about the work, give any just cause of complaint, the parties of the first part shall, immediately upon the application of the said Commissioner, the Architect, Engineer, or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent of the said Commissioner, the Architect, Engineer, or person in charge; and should the parties of the first part continue to employ such overseer, mechanic or workman, the party of the first part shall forfeit to Her Majesty, her Heirs and Successors, the sum of twenty dollars current money aforesaid, for each and every day during which such overseer, mechanic, or workman, shall be employed on the works after such application as aforesaid; and all sums so forfeited shall be deducted from and out of the amount which the parties of the first part may be entitled to receive from Her said Majesty, at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper.

Seventhly. That if any change or alteration, either in the position or details of any part of the work, shall be required by the said Commissioner, the Architect or Engineer, during the progress thereof, the parties of the first part are hereby bound to make such alteration or change, and if such alteration or change shall entail extra expense on the said parties of the first part, either in labour or materials, the same shall be allowed to the said parties of the first part, or should it be a saving to the said parties of the first part in either labour or materials, the same shall be deducted from the amount of this Contract; in either case, the amount is to be determined by the estimate of the said Commissioner, the Architect, or Engineer, but no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be required to be made pending the said Contract, shall in any wise have the effect of suspending, superseding, annulling, or rescinding this Contract, which shall continue to subsist notwithstanding any such change or alteration; and every such change or alteration shall be performed and made by the said parties of the first part, under and subject to the conditions, stipulations and covenants herein expressed, as if such change or alteration had been expressed and specified in the terms of this Contract, and should the said parties of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this Contract, the same shall be paid for at the estimated prices of the Architect or Engineer in charge of the works; but no change or alteration as aforesaid whatever, and no extra work whatever shall be done without the written authority of the Architect or Engineer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

Eighthly. That the parties of the first part shall not in any way dispose of, sub-let or relet any portion of the work embraced in this Contract, except the procuring of materials.

Ninthly. Should any difference of opinion arise as to the construction to be put upon any part of the Specification or Plans, the same shall be determined by the said Commissioner, the Architect, or Engineer, and such determination shall be final and conclusive, and binding upon the parties to this contract, and every of them.

Tenthly. That any notice or other paper connected with these presents, which may be required or desired on behalf of Her Majesty, to be served on the parties of the first part, may be addressed to the parties of the first part, at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at

the Post Office, and any paper so addressed and left at the Post Office, shall, to all intents and purposes, be considered legally served.

Eleventhly. That should the parties of the first part not complete the work herein contracted for at the period agreed upon, as above mentioned, the said parties of the first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work on behalf of the said Commisssioner, from the above named period for completion, until the same shall actually be completed and received.

Twelfthly. That should the amount now voted for this service by the Legislature be at any time expended previous to the completion of the work now contracted for, the said parties of the first part may or not, as may be seen fit, on receiving a notice in writing from the said party of the second part to the above effect, stop the work; but in any case, the parties of the first part shall not be entitled to any further payment for work done, after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the said parties of the first part have any claim for compensation or damages for the said suspension of payment.

In witness whereof, the parties of the first part, and the said Commissioner representing Her Majesty as aforesaid, have hereunto signed their names, and set their seals on the day above written.

(Signed) Richard Dinnis.
Charles Chard.

Signed and sealed by said parties of the first part, in presence of

(Signed) F. T. Jones,

Signed and sealed by the said Commissioner of Agriculture and Public Works, in the presence of

(Signed) Arch. McKellar.

Contract, John Lamb, 4th October, 1873.

Toronto, Oct. 4th, 1873.

SPECIFICATION.

For Coping and Caps for buttresses of boundary wall, and concrete flagging for Wings, Central Prison, Toronto.

One thousand eight hundred feet of coping, or thereabouts, for outer wall, twenty-two inches wide, tapering from four inches to three inches in thickness, and throated, one dollar and twenty cents per lineal foot; laid on the wall according to sample and drawings. One hundred and fifty caps of buttresses, or as many as needed, twenty-two inches wide, three inches thick, with shoulders for insertion in wall of four inches by six inches, and twenty-two inches long, or thereabouts, at two dollars and twenty five cents each, set in wall. Fourteen thousand superficial feet of flagging round the cells in the wings, one and-a-half inch thick, according to sample, at twenty cents per superficial foot complete. The concrete underneath to be prepared and levelled for the contractor for the reception of the concrete flagging.

(Signed) Kivas Tully.
Architect & Engineer.

Contract.—John Lamb, 4th October, 1872.

Articles of Agreement made on the fourth day of October, in the year of Our Lord one thousand eight hundred and seventy-three, in Duplicate, between John Lamb, of the

City of Toronto, in the County of York, and Province of Ontario, manufacturer, hereinafter called the contractor of the first part, and Her Majesty Queen Victoria, represented herein by the Honourable Commissioner of Agriculture and Public Works for the Province of Ontario, under and by virtue of the Act respecting the Public Works of Ontario, passed in the thirty-second year of the reign of Her Majesty, chaptered twenty-eight, of the second part.

Witness that the Contractor hereby binds and obliges himself, his heirs, executors and administrators to, and in favour of, Her Majesty, her Heirs and Successors for, and in consideration of the covenants, conditions, and agreements hereinafter contained,as follows :—

First. The contractor, his executors or administrators shall and will find all labour, tools, implements, and materials whatsoever, necessary for the due performance, execution, construction and completion of all and singular the works in the specifications hereunto annexed mentioned, and intended to be performed, executed, constructed and completed; and shall and will deliver the whole of such works unto the Government of Ontario on or before the fourteenth day of November, one thousand eight hundred and seventy-three, fully and finally completed, of the best material of their several kinds, and finished in the best and most workmanlike manner, in the manner required by, and in strict conformity with the said specifications hereunto appended, and the plans and drawings referring thereto (which said specifications, plans and drawings are hereby declared to be and are made part and parcel of this contract); and to the complete satisfaction of the Architect, Engineer, or other person in charge of the said works on behalf of the Commissioner of Public Works.

Second. The said specifications, and the several parts thereof, and the plans or drawings, therein referred to, if any, shall be taken together to explain each other, and to make the whole, taken together consistent; and if in the execution of the work, or any part thereof, it shall be found that anything has been omitted or misstated, either in the drawings or specifications, which is necessary for the proper performance and completion of any part of the work contemplated, the contractor, his executors or administrators, shall, at his own expense, execute the same as though it had been more particularly described, and provide whatever may be necessary to complete the whole in the best and most workmanlike manner, according to the true intent and meaning of the said specifications and drawings, and any addenda thereto; and the decision of the Architect, Engineer or other person in charge of the work, shall be final and conclusive between the parties as to such true intent; and the correction of any such omission or misstatement shall not be taken to be or alleged or claimed to be an alteration in, or deviation from, the works hereby contracted for.

Third. The Contractor, his executors or administrators, shall not make any alterations in, additions to, deductions, omissions or deviations from the work described in the said specifications, and as shown on the drawings, if any, therein referred to, unless such alterations, additions, deductions, omissions or deviations shall have been first approved or ordered by the Architect, Engineer or person in charge, and communicated by him to the Contractor in writing; and in the event of any change or alteration either in the position or details of any part of the work being ordered in manner aforesaid, the Contractor shall be bound to make such alteration or change, and in the event of any such alterations being so made, the value of any such alterations, additions, deductions, omissions or deviations, shall be ascertained according to the schedule of prices hereto annexed, if any, and if no schedule of prices is hereto annexed, then by the judgment of the Architect, Engineer, or other person in charge, as aforesaid, and the amount thereof shall be either added to or deducted from the amount of this contract, as the case may require, and the decision of the Architect, Engineer or other person in charge of the work, as to whether such alterations constitute an addition to or deduction from the work as contemplated by the said specifications, shall be conclusive between the parties hereto, and the certificates of such Architect, Engineer or other person shall be given accordingly, provided always that nothing in this clause contained shall be construed to make any correction of any error, omission or misstatement in the said specifications or drawings referred to in the last preceding clause, an alteration in or deviation from this contract, and no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be required pending the said contract, shall in any wise have the effect of suspending, superseding, annulling or rescinding this contract, which shall continue to subsist notwithstanding any such change or alteration.

Fourth. The Contractor, his executors or administrators, shall not execute or perform any work in the nature of extras, or any extra, or any work not contemplated by the said

specifications and drawings, and shall not nor will not make any claim or demand, or bring any action or suit in respect of any matter or thing claimed or alleged to be such extras or extra, unless the order therefor of the Architect, Engineer or other person in charge is first approved in writing by the Commissioner; such extra or extras respectively shall then become incorporated with this contract, and shall be payable hereunder upon the certificates of the Architect, Engineer or other person in charge, in the same manner and in the same proportions, and at the same times respectively as payments for the work in the said specifications and drawings mentioned are hereby agreed to be made: and in case no price therefor is specified in the order therefor, the same shall be ascertained according to the schedule of prices hereto annexed; or in case there is any work of a kind which is not mentioned in such schedule, or in case there is no schedule annexed hereto, then the price therefor shall be what the Architect, Engineer or other person in charge, as aforesaid, may consider the same reasonably worth.

Fifth. If the Contractor shall become bankrupt, or insolvent, or shall compound with his creditors, or propose any composition to his creditors for the settlement of his debts, or shall commit any act of insolvency, or shall attempt to assign this contract, or if by the report of the Architect, Engineer, or person in charge, employed by the said Commissioner in that behalf, it shall appear that the establishment or rate of progress at and in the said works, are not such as to ensure the completion of the same within the time herein prescribed, or within any additional time which may have been granted as hereinafter provided, or in case no additional time has been granted, and the said works are not completed within the time before limited, or in case of additional time as aforesaid, then if the same are not completed within such additional time, or if the Contractor shall persist in any course violating any of the provisions of this contract, Her Majesty shall have the power, at her discretion, by the said Commissioner aforesaid, or his successor in office, without previous notice or protest, and without process or suit at law, to take the work, or any part thereof, out of the hands of the Contractor or Contractors, and to re-let the same to any other Contractor or Contractors without its being previously advertised, or to employ workmen, and provide materials, tools, and other necessary things at the expense of the Contractor, or to take such other steps as he may consider necessary, in order to secure the completion of the said work; and the Contractor in either case shall be liable for all damages, extra cost and expenditure, which may be incurred by reason thereof; and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them herein contained.

Sixth. All materials for the said work shall, before being used, be inspected and approved of either by the said Commissioner, or by such person as he may appoint, and any materials disapproved of shall not be used in the work; but it is distinctly understood and agreed that the inspection and approval of materials shall not in any wise subject Her Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

Seventh. In case any material or materials not corresponding with the said specifications, or in the opinion of the Architect, Engineer or other person in charge of the said works, not sufficiently sound or suitable for the said respective works, shall at any time or times be brought to the intended works, or any part thereof, it shall be lawful for the Architect, Engineer or other person in charge of the said works, to require of the Contractor, his executors or administrators to remove the same from off Her Majesty's property, and to provide sound, proper and suitable materials in accordance with the said specifications and to the satisfaction of the said Architect, Engineer or other person in charge as aforesaid; and in case any part of the said works shall have been executed in an improper manner as regards the workmanship, or with improper or unsuitable materials, not in accordance with the said specifications and drawings, or the instructions given by the said Architect, Engineer or other person in charge as aforesaid, it shall be lawful for such Architect, Engineer or other person as aforesaid, to require the Contractor, his executors or administrators, to take down and remove such part or parts of the work so improperly executed, and to re-execute the same in a good, sound and workmanlike manner; and if, after seven days' notice to the Contractor, his executors or administrators, or his foreman of the works, such unsound or unsuitable material shall not be moved or taken away from off Her Majesty's property by the Con-

tractor, his executors or administrators, it shall be lawful for the Architect, Engineer or other person in charge of the said works, to cause the same to be removed to such place or places as he shall think fit; and if, after twenty-four hours' notice to the Contractor, his executors or administrators, or his foreman, such works so improperly executed, shall not have been taken down or removed, it shall be lawful for the Architect, Engineer or other person in charge of the said works, to cause the same to be taken down and removed to such place or places as he may think fit, and the work to be re-executed by such workmen as he shall think competent, and in a manner in accordance with the said specifications or the instructions of such Architect, Engineer or other person in charge as aforesaid, from time to time given, without any liability on his own part or on that of Her Majesty for any loss which may arise to the Contractor, his executors or administrators, or damage which may happen to the works in removing such improper materials, or in taking down and removing such improper works, or in substituting other materials, or in causing the work to be re-erected in a more workmanlike manner; but in any of such cases the Contractor, his executors or administrators, shall pay all such costs, charges and expenses as shall be incurred in the removal of such materials or the substitution of other materials, or in the re-erection of the said works; and the costs, charges and expenses attending the same shall be deducted from the amount of this contract.

Eighth. It shall be in the power of Her Majesty to make payments or advances on materials, implements, vessels, or tools of any description procured for the works, or used, or intended to be used about the same, in such cases, and upon such terms and conditions, as to the said Commissioner may seem proper; and whenever any advance or payment shall be made to the Contractor upon any tools, implements, or materials of any description, the tools, implements, or materials upon which such an advance or payment shall be made, and also all and any other tools, implements or materials of any description which may be placed upon property belonging to Her Majesty, or upon any street or road in the neighbourhood of the said works for the purpose of being used about the said works, shall thenceforth be vested in, and held as collateral security by Her Majesty, her Heirs and Successors, for the due fulfilment by the Contractor of the present contract, and the same or any of them may be used by the Commissioner in the completion of the said works, it being, however, well understood that all such tools, implements, or materials of any kind, are to remain at the risk of the Contractor, who shall be responsible for the same, until finally used and accepted as part of the work by the said Commissioner, but the Contractor shall not presume to exercise any act of ownership or control whatever over any such tools, implements, or materials, except for the purpose of the said works, without the permission in writing of the said Commissioner, or the Architect, Engineer or person in charge.

Ninth. Should any overseer, mechanic, or workman employed on or about the work, give any just cause of complaint, the Contractor shall, immediately upon the application of he said Commissioner, the Architect, Engineer or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent in writing of the said Commissioner, the Architect, Engineer, or person in charge; and should the Contractor continue to employ, or should he again employ about such works, without such consent, such overseer, mechanic, or workman, the Contractor shall pay and forfeit to Her Majesty, her Heirs and Successors, the sum of twenty dollars lawful money of Canada for each and every day during which such overseer, mechanic, or workman, shall be employed on the works after such application as aforesaid, as and for liquidated damages in respect thereof; and all sums so forfeited may be deducted from and out of the amount which the Contractor may be entitled to receive from Her Majesty, at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper.

Tenth. The Contractor shall not in any way, without the consent in writing of the Commissioner, dispose of, sub-let or re-let any portion of the work embraced in this Contract, except the procuring of materials.

Eleventh. Should any difference of opinion arise as to the construction to be put upon any part of the Specifications or Plans, the same shall be determined by the said Commissioner, or by the Architect, Engineer or person in charge as aforesaid, and such determination shall be final and conclusive, and binding upon the parties to this contract, and every of them.

Twelfth. Any notice or other paper connected with these presents which may be required or desired on behalf of Her Majesty, to be served on the Contractor, may be ad-

dressed to the Contractor at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office, shall, to all intents and purposes, be considered legally served.

Thirteenth. Should the Contractor not complete the work herein contracted for at the period agreed upon, as above mentioned, the Contractor shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work on behalf of the said Commissioner, from the above named period for completion, until the same shall actually be completed and received, and shall also pay to Her Majesty dollars per week as and for liquidated damages (over and above such salaries or wages) for every week beyond the expiration of that period, and the Commissioner for and on behalf of Her Majesty may deduct such salaries, wages and damages from any moneys payable to the Contractor in respect of this contract.

Fourteenth. In case the workmen employed by the Contractor in and about the said works, or any of such workmen are unpaid at the time the Commissioner takes possession of the works, either on account of the default of the Contractor or otherwise, or in case at any other time such workmen are unpaid, it shall be lawful for the Commissioner, acting for Her Majesty, to pay such workmen the amount which may be owing to them, and charge the same against the Contractor.

Fifteenth. If by reason of any additions or alterations to the works, or for the want or deficiency of any orders, drawings or directions, or by reason of any difficulties, impediments, obstructions, doubts, disputes or differences, whatsoever and howsoever occasioned, the Contractor shall, in the opinion of the Architect, Engineer or other person in charge, have been unduly delayed or impeded in the completion of this contract, it shall be lawful for the Commissioner to grant from time to time, in writing under his hand, such extension of time, and to assign such other day or days for completion as to him may seem reasonable, without thereby prejudicing or in any manner affecting the validity of this contract, and any and every such extension of time shall be deemed to be in full compensation and satisfaction for or in respect of any and every actual and probable loss or injury sustained or sustainable by the Contractor in the premises, and shall in like matter exonerate him from any claim or demand on the part of Her Majesty, for or in respect of the delay occasioned by the cause or causes in respect of which any and every such extension of time shall have been made, but not further or otherwise or for or in respect of any delay continued beyond the time mentioned in such writing or writings respectively; and it is hereby expressly declared, that in case the Contractor do not procure in writing from the Commissioner, as aforesaid, an extension of time for the completion of the said works, or of any portion thereof, it shall be conclusively presumed that the Contractor was not entitled thereto.

Sixteenth. No works hereby contracted to be executed, or any part thereof, shall be deemed to have been executed, nor shall the Contractor, his executors or administrators, be entitled to payment therefor, unless the same shall have been executed to the satisfaction of the Architect, Engineer or other person in charge of the said work, as aforesaid, and shall have been certified by him to have been so executed.

Seventeenth. And Her Majesty, represented as aforesaid, in consideration of the premises and of the covenants herein contained on the part of the Contractor, his executors or administrators, hereby covenants with the Contractor, his executors or administrators, that Her Majesty shall and will pay to the Contractor, his executors or administrators, for and in respect of the works in the said specifications and drawings mentioned and hereby contracted to be executed, and the materials and articles to be provided and used in the execution and performance of such works, the sum of one dollar and twenty cents per lineal foot for said coping, and two dollars and twenty-five cents for each of the said caps and twenty-five cents per superficial foot for the said concrete flagging, by monthly payments and in the proportions following, that is to say, within ten days after a certificate shall be made and signed by the Architect, Engineer or other person in charge as aforesaid, for the amount due at the close of the preceding month, after making due allowance for all additions or deductions as aforesaid, less the sum of fifteen per cent. reserved until the completion of the said work, and shall and will pay the balance which may remain due to the Contractor, his executors or administrators, on completion by him or them of the said works, within one calendar month

next after the Architect, Engineer or other person in charge of such works shall have certified in writing, under his hand, that the same are completed in accordance with the terms of this contract to his complete satisfaction, if the said Commissioner shall so soon have accepted and approved of the work, and shall also in like manner have certified what balance, after making due allowance for all such additions or deductions as aforesaid (as the case may be) is due under this contract, to the Contractor, his executors or administrators, and after making all proper charges against the Contractor, his executors and administrators, in accordance with the terms of this contract. And Her Majesty shall and will pay by like monthly payments, and upon like certificates, and in like proportions, and subject to the like allowances and charges, pay to the Contractor, his executors or administrators, for any such extras as aforesaid, the prices or sums in that behalf hereinbefore provided by the contract authorizing such extras. But in forming his final estimate, the Architect, Engineer or other person in charge, shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate: Provided always, and it is further agreed, that Her Majesty from time to time during the progress of the works, may pay to the Contractor the the whole or any portion of the fifteen per cent. so withheld and retained.

Eighteenth. No works whatever, claimed to be executed by the Contractor, and claimed by the Contractor to be outside of the preceding terms of the said contract, and which are executed or constructed, or are to be used in connection with the works contemplated by this contract, or any of them, shall be deemed to be executed, nor shall the Contractor, his executors or administrators, be entitled for payment therefor, unless the same shall have been executed to the satisfaction of the Architect, Engineer or other person in charge of the works contemplated by this contract, and shall have been certified by him to have been so executed; and the amount payable to the Contractor in respect thereof shall be paid within ten days after a certificate shall be made and signed by the Architect, Engineer or other person in charge, certifying the amount due to the Contractor in respect of such work.

Nineteenth. In case the said Commissioner shall take the works or any part thereof, out of the hands of the Contractor, then, upon the completion of the works herein provided for, the Architect, Engineer or other person in charge as aforesaid shall certify what, if anything, shall remain due to the Contractor in respect of the said works, after making due allowance for all additions to be allowed, or deductions or charges to be borne by the Contractor under the provisions of this contract, or shall certify what, if anything, shall be owing to Her Majesty in respect thereof; and the Contractor and Her Majesty respectively shall abide by the certificate to be made as aforesaid, and shall forthwith pay the amount found to be owing in respect of the said works.

Twentieth. Should the amount now voted for this service by the Legislature be at any time expended previous to the completion of the work now contracted for, the said Contractor may or not, as may be seen fit, on receiving a notice in writing from the said Commissioner, to the above effect, stop the work; but in any case, the Contractor shall not be entitled to any further payment for work done after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the Contractor have any claim for compensation or damages for the said suspension of payment.

In witness whereof, the party of the first part, and the said Commissioner, representing Her Majesty as aforesaid, have hereunto signed their names, and set their seals on the day above written.

Signed and sealed by the said party of the first part, in presence of
(Signed) F. T. Jones. (Signed) John Lamb.

Signed and sealed by the said Commissioner of Agriculture and Public Works, in presence of
(Signed) F. T. Jones. (Signed) Arch. McKellar.

Contract Dennis & Churd, 14th October, 1873.

Specification of work required in the construction of frame fences around the grounds of the Central Prison, Toronto. The work to be done in accordance with this specification and the accompanying drawing.

EXCAVATOR.

Excavate for the posts four feet in depth, and well ram n earth around bottom of post.

CARPENTER AND JOINER.

The wooden fence No. 1, to be nine hundred and sixty-two feet long. The posts to be ten × ten of hewn cedar, on two faces; butts not barked, and placed in the ground four feet six feet apart from centres, with three inch double plank footings, and stays securely nailed to posts, with six inch spikes.

Girts to be four × four scantling to be notched into posts; top girts to be triangular. Cover both sides of the fence with one inch lumber, nailed with three inch nails to girts, &c.; caps to be of two inch plank, with a fall of nine inches from the outside; to be well spiked.

Separate tenders are required for this fence, plan No. 1, round outer yard of prison grounds.

PICKET FENCE, SIDES AND END.

The fence enclosing premises No. 2, on plan, to be three thousand and seventy-six feet in length. The posts to be ten inches in diameter, sunk four feet in the ground, with sills and braces; fence to be seven feet above the surface.

Ribbon pieces to be formed of six inch square pine, cut diagonally, two in number; pickets to be six inches wide, and nailed one inch apart, with one inch strips, eight inches long at top and bottom, to receive hoop iron one and a half inches wide.

Pickets to be one inch thick, full. The fence to be rough, and twice coated with water lime and oil on both sides. Construct gate for railway at sides, and gate and wicket in rear to be similar to fence with plain posts; the gates and wicket to be hung with wrought-iron book and eye hinges, and to have strong bolts, bars, and padlocks.

The posts to be of cedar, ten inches in diameter, eight feet centres, and the pine to be well-seasoned, free from sap shakes and dead knots.

The base board to be twelve inches wide, one and a quarter inch in thickness; the top edge to be champered.

FRONT PICKET FENCE.

The fence along Strachan avenue to be constructed according to plan No. 3. The gate entrance on Strachan avenue to be constructed as shown on plan, with circular fences at either side, and gate posts.

Gate posts to be six in number, twelve inches in diameter, with cross braces four inches × two inches, and sills eight inches × six inches, of cedar. The braces and sills to be morticed, and well spiked. The posts to be moulded according to details; casings to be one and a quarter inch thick, of well-seasoned pine, free from sap shakes and dead knots.

The posts in circular portions to be 8 feet apart and 10 inches in diameter, with cross sills, and braces as before. Two ribbon pieces to be sawn diagonally out of 6 in. square pine, to be spiked to posts as shown, to receive pickets 1¼ in. thick, six inches in width, to be wrought and champered.

The fence posts in all cases to be 4 feet in depth below the surface, and pickets to be 7 feet in height above the ground line, except for fences otherwise specified.

The gates and wickets to be framed with diagonal braces, frame and braces 6 in. × 3 in., and to be hung with wrought iron hooks and eye hinges, and to have iron bolts and padlocks, to be approved. Three stop posts to be sunk in the centre and at the sides, with iron hooks for the same.

Construct moulded posts at the north-east angle of lot, and at junction of side fence at west end, similar to gate posts; the pickets for fence to be ornamented similar to gate entrance, but not champered on the front edges. Provide and fix two rows of strong hoop iron, 1½ in. broad, on the outside of the pickets, to be nailed one foot apart, and to have two-inch screws at the joints of the hoop iron, stripes 1 in. wide and 8 in. long to be inserted between the pickets inside the hoop iron.

The posts to be 8 feet apart, with cross sills and braces, as before specified. The gate posts, wicket and circular fences to be painted three coats, a stone colour, on both sides; the

gate posts to be sanded, to imitate stone The fence on Strachan Avenue to be 305 feet long, not including gate way and circular fencing. The centre of gate to be 177½ feet from the railway fence on Strachan Avenue.

The base boards to be 14 in. high and 1½ in. thick, to be chumpered on top edge.

The fence on Strachan Avenue to have two coats water lime and oil, except gates and circular fences, which are dressed lumber and painted.

All posts to be barked above the surface of the ground.

The whole of the above work to be done in a satisfactory and workmanlike manner, to the entire satisfaction of the Commissioner, and Architect and Engineer of the Department. Plan 1 on or before 21st December, 1873; remainder, 2 and 3, November 1st, 1873, subject to a penalty of five pounds per week by way of liquidated damages for every week beyond that time.

(Signed) KIVAS TULLY,
Architect.

Department of Public Works, Ontario,
Toronto, August 11th, 1873.

Contract—Richard Dinnis and Charles Chard, October 14th, 1872.

ARTICLES OF AGREEMENT made the fourteenth day of October, in the year of our Lord one thousand eight hundred and seventy-three in duplicate, between Richard Dinnis, of the City of Toronto, in the County of York, and Province of Ontario, contractor, and Charles Chard, of the same place, contractor, hereinafter called the Contractor of the first part, and Her Majesty Queen Victoria, represented herein by the Honourable the Commissioner of Agriculture and Public Works for the Province of Ontario, under and by virtue of the Act respecting the Public Works of Ontario, passed in the thirty-second year of the reign of Her Majesty, chaptered twenty-eight, of the second part.

Witness that the Contractor hereby binds and obliges himself, his heirs, executors and administrators to, and in favour of, Her Majesty, her Heirs and Successors for, and in consideration of the covenants, conditions and agreements hereinafter contained, as follows :—

First. The Contractor, his executors or administrators, shall and will find all labour, tools, implements and materials whatsoever, necessary for the due performance, execution, construction and completion of all and singular the works described as No. 1 in the specifications hereunto annexed mentioned, and intended to be performed, executed, constructed and completed; and shall and will deliver the whole of such works unto the Government of Ontario on or before the twenty-first day of December, one thousand eight hundred and seventy-three, fully and finally completed, of the best material of their several kinds, and finished in the best and most workmanlike manner, in the manner required by, and in strict conformity with, the said specifications hereunto appended, and the plans and drawings referring thereto (which said specifications, plans and drawings are hereby declared to be and are made part and parcel of this contract); and to the complete satisfaction of the Architect, Engineer or other person in charge of the said works on behalf of the Commissioner of Public Works.

Second. The said specifications, and the several parts thereof and the plan or drawings, if any, therein referred to, shall be taken together to explain each other, and to make the whole, taken together, consistent; and if in the execution of the work, or any part thereof, it shall be found that anything has been omitted or misstated, either in the drawings or specifications, which is necessary for the proper performance and completion of any part of the work contemplated, the Contractor, his executors or administrators shall, at his own expense, execute the same as though it had been more particularly described, and provide whatever may be necessary to complete the whole in the best and most workmanlike manner, according to the true intent and meaning of the said specifications and drawings, and any addenda thereto; and the decision of the Architect, Engineer or other person in charge of the work, shall be final and conclusive between the parties as to such true intent; and the correction of any such omission or misstatement shall not be taken to be or alleged or claimed to be an alteration in, or deviation from, the works hereby contracted for.

Third. The Contractor, his executors or administrators, shall not make any alterations

in, additions to, deductions, omissions or deviations from the work described in the said specifications and as shown on the drawings, if any, therein referred to, unless such alterations, additions, deduction, omissions or deviations shall have been first approved or ordered by the Architect, Engineer or person in charge, and communicated by him to the Contractor in writing; and in the event of any change or alteration either in the position or details of any part of the work being ordered in manner aforesaid, the Contractor shall be bound to make such alteration or change, and in the event of any such alterations being so made, the value of any such alterations, additions, deductions, omissions or deviations, shall be ascertained according to the schedule of prices hereto annexed, if any, and if no schedule of prices is hereto annexed, then by the judgment of the Architect, Engineer or other person in charge, as aforesaid, and the amount thereof shall be either added to or deducted from the amount of this contract, as the case may require, and the decision of the Architect, Engineer or other person in charge of the work, as to whether any such alterations constitute an addition to or deduction from the work as contemplated by the said specifications, shall be conclusive between the parties hereto, and the certificates of such Architect, Engineer or other person shall be given accordingly, provided always that nothing in this clause contained shall be construed to make any correction of any error, omission or misstatement in the said specifications or drawings referred to in the last preceding clause, an alteration in or deviation from this contract, and no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be required pending the said contract, shall in any wise have the effect of suspending, superseding, annulling or rescinding this contract, which shall continue to subsist notwithstanding any such change or alteration.

Fourth. The Contractor, his executors or administrators, shall not execute or perform any work in the nature of extras, or any extra, or any work not contemplated by the said specifications and drawings, and shall not nor will not make any claim or demand, or bring any action or suit in respect of any matter or thing claimed or alleged to be such extras or extra, unless the order therefor of the Architect, Engineer or other person in charge is first approved in writing by the Commissioner; such extra or extras respectively shall then become incorporated with this contract, and shall be payable hereunder upon the certificates of the Architect, Engineer or other person in charge, in the same manner and in the same proportions, and at the same times respectively as payments for the work in the said specifications and drawings mentioned are hereby agreed to be made; and in case no price therefor is specified in the order therefor, the same shall be ascertained according to the schedule of prices hereto annexed; or in case there is any work of a kind which is not mentioned in such schedule, or in case there is no schedule annexed hereto, then the price therefor shall be what the Architect, Engineer or person in charge, as aforesaid, may consider the same reasonably worth.

Fifth. If the Contractor shall become bankrupt or insolvent, or shall compound with his creditors, or propose any composition to his creditors for the settlement of his debts, or shall commit any act of insolvency, or shall attempt to assign this contract, or if, by the report of the Architect, Engineer or person in charge, employed by the said Commissioner in that behalf, it shall appear that the establishment or rate of progress at and in the said works, is not such as to ensure the completion of the same within the time herein prescribed, or within any additional time which may have been granted as hereinafter provided, or in case no additional time has been granted, and the said works are not completed within the time before limited, or in case of additional time as aforesaid, then if the same are not completed within such additional time, or if the Contractor shall persist in any course violating any of the provisions of this contract, Her Majesty shall have the power, at her discretion, by the said Commissioner aforesaid, or his successor in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the Contractor, and to either relet the same to any other Contractor or Contractors without its being previously advertised, or to employ workmen, and provide materials, tools and other necessary things at the expense of the Contractor, or to take such other steps as he may consider necessary, in order to secure the completion of the said work; and the Contractor in either case shall be liable for all damages, extra cost and expenditure, which may be incurred by reason thereof; and shall, in either of such cases, likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them herein contained.

Sixth. All materials for the said work shall, before being used, be inspected and approved

of either by the said Commissioner, or by such person as he may appoint, and any materials disapproved of shall not be used in the work; but it is distinctly understood and agreed that the inspection and approval of materials shall not in any wise subject Her Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on account of the unsoundness or imperfection of the materials used.

Seventh. In case any material or materials not corresponding with the said specifications, or in the opinion of the Architect, Engineer or other person in charge of the said works, not sufficiently sound or suitable for the said respective works shall at any time or times be brought to the intended works, or any part thereof, it shall be lawful for the Architect, Engineer or other person in charge of the said works, to require of the Contractor, his executors or administrators, to remove the same from off Her Majesty's property, and to provide sound, proper and suitable materials in accordance with the said specifications and to the satisfaction of the said Architect, Engineer or other person in charge as aforesaid; and in case any part of the said works shall have been executed in an improper manner as regards the workmanship, or with improper or unsuitable materials, not in accordance with the said specifications and drawings, or the instructions given by the said Architect, Engineer or other person in charge aforesaid, it shall be lawful for such Architect, Engineer or other person, as aforesaid, to require the Contractor, his executors or administrators, to take down and remove such part or parts of the work so improperly executed, and to re-execute the same in a good, sound and workmanlike manner; and if, after seven days' notice to the Contractor, his executors or administrators, or his foreman of the works, such unsound or unsuitable material shall not be removed or taken away from off Her Majesty's property by the Contractor, his executors or administrators, it shall be lawful for the Architect, Engineer or other person in charge of the said works, to cause the same to be removed to such place or places as he shall think fit; and if, after twenty-four hours' notice to the Contractor, his executors or administrators, or his foreman, such works so improperly executed shall not have been taken down or removed, it shall be lawful for the Architect, Engineer or other person in charge of the said works, to cause the same to be taken down and removed to such place or places as he may think fit, and the work to be re-executed by such workmen as he shall think competent, and in a manner in accordance with the said specifications or the instructions of such Architect, Engineer or other person in charge as aforesaid, from time to time given, without any liability on his own part, or on that of Her Majesty, for any loss which may arise to Contractor, his executors or administrators, or damage which may happen to the works in removing such improper materials, or in taking down and removing such improper works, or in substituting other materials, or in causing the work to be re-erected in a more workmanlike manner; but in any of such cases the Contractor, his executors or administrators, shall pay all such costs, charges and expenses as shall be incurred in the removal of such materials or the substitution of other materials or in the re-erection of the said works; and the costs, charges and expenses attending the same shall be deducted from the amount of this contract.

Eighth. It shall be in the power of Her Majesty to make payments or advances on materials, implements, vessels, or tools of any description procured for the works, or used, or intended to be used about the same, in such cases, and upon such terms and conditions, as to the said Commissioner may seem proper; and whenever any advance or payment shall be made to the Contractor upon any tools, implements or materials of any description, the tools, implements or materials upon which such advance or payment shall be made, and also all and any other tools, implements, or materials of any description which may be placed upon property belonging to Her Majesty or upon any street or road in the neighbourhood of the said works for the purpose of being used about the said works, shall thenceforth be vested in and held as collateral security by Her Majesty, her Heirs and Successors, for the due fulfilment by the Contractor of the present contract, and the same or any of them may be used by the Commissioner in the completion of the said works, it being, however, well understood that all such tools, implements or materials of any kind, are to remain at the risk of the Contractor, who shall be responsible for the same, until finally used and accepted as part of the work by the said Commissioner, but the Contractor shall not presume to exercise any act of ownership or control whatever over any tools, implements or materials, except for the

purpose of the said works, without the permission in writing of the said Commissioner, or the Architect, Engineer or person in charge.

Ninth. Should any overseer, mechanic or workman employed on or about the work, give any just cause of complaint, the Contractor shall, immediately upon the application of the said Commissioner, the Architect, Engineer or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon without the consent in writing of the said Commissioner, the Architect, Engineer or person in charge; and should the Contractor continue to employ, or should he again employ about such works, without such consent, such overseer, mechanic or workman, the Contractor shall pay and forfeit to Her Majesty, her Heirs and Successors, the sum of twenty dollars lawful money of Canada for each and every day during which such overseer, mechanic or workman, shall be employed on the works after such application as aforesaid, as and for liquidated damages in respect thereof; and all sums so forfeited shall be deducted from and out of the amount which the Contractor may be entitled to receive from Her Majesty, at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper.

Tenth. The Contractor shall not in any way, without the consent in writing of the Commissioner, dispose of, sub-let or re-let any portion of the work embraced in this contract, except the procuring of materials.

Eleventh. Should any difference of opinion arise as to the construction to be put upon any part of the Specification or Plans, the same shall be determined by the said Commissioner, or by the Architect, or Engineer or person in charge as aforesaid, and such determination shall be final and conclusive, and binding upon the parties to this Contract, and every of them.

Twelfth. Any notice or other paper connected with these presents, which may be required or desired, on behalf of Her Majesty, to be served on the Contractor, may be addressed to the Contractor at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office shall, to all intents and purposes, be considered legally served.

Thirteenth. Should the Contractor not complete the work herein contracted for at the period agreed upon, as above mentioned, the Contractor shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work on behalf of the said Commissioner, from the above-mentioned period for completion until the same shall actually be completed and received, and shall also pay to Her Majesty one hundred dollars per week as and for liquidated damages (over and above such salaries and wages for ever week beyond the expiration of that period, and the Commissioner for and on behalf of Her Majesty may deduct such salaries, wages and damages from any moneys payable to the Contractor in respect of this contract.

Fourteenth. In case the workmen employed by the Contractor in and about the said works or any of such workmen are unpaid at the time the Commissioner takes possession of the works, either on account of the default of the Contractor or otherwise, or in case at any other time such workmen are unpaid, it shall be lawful for the Commissioner, acting for Her Majesty to pay such workmen the amount which may be owing to them, and charge the same against the Contractor.

Fifteenth. If by reason of any additions or alterations to the works, or for want or alleged want or deficiency of any orders, drawings or directions, or by reason of any difficulties, impediments, obstructions, oppositions, doubts, disputes or differences, whatsoever and howsoever occasioned, the Contractor shall, in the opinion of the Architect, Engineer or other person in charge, have been unduly delayed or impeded in the completion of his contract, it shall be lawful for the Commissioner to grant from time, in writing under his hand, such extension of time, and to assign such other day or days for completion, as to him may seem reasonable, without thereby prejudicing or in any manner affecting the validity of this contract, and any and every such extension of time shall be deemed to be in full compensation and satisfaction for or in respect of any and every actual and probable loss or injury sustained or sustainable by the Contractor in the premises, and shall in like manner exonerate him from any claim or demand on the part of Her Majesty, for or in respect of the delay occasioned by the cause or causes in respect of which any and every such extension of time shall have been made, but not further or otherwise or for or in respect of any delay continued beyond the time mentioned in such writing or writings respectively; and it is hereby expressly declared,

that in case the Contractor do not procure in writing from the Commissioner, as aforesaid, an extension of time for the completion of the said works, or of any portion thereof, it shall be conclusively presumed that the Contractor was not entitled thereto.

Sixteenth. No works hereby contracted to be executed, or any part thereof, shall be deemed to have been executed, nor shall the Contractor, his executors or administrators, be entitled to payment therefor, unless the same shall have been executed to the satisfaction of the Architect, Engineer or other person in charge of the said work, as aforesaid, and shall have been certified by him to have been so executed.

Seventeenth. And Her Majesty, represented as aforesaid, in consideration of the premises and of the covenants herein contained on the part of the Contractor, his executors or administrators, hereby covenants with the Contractor, his executors or administrators, that Her Majesty shall and will pay to the Contractor, his executors or administrators, for and in respect of the works in the said specifications and drawings mentioned and hereby contracted to be executed, and the materials and articles to be provided and used in the execution and performance of such works, the sum of fourteen hundred dollars of lawful money of Canada, by monthly payments and in the proportions following, that is to say: within ten days after a certificate shall be made and signed by the Architect, Engineer or other person in charge, as aforesaid, for the amount due at the close of the preceding month, after making due allowance for all additions or deductions as aforesaid, less the sum of fifteen per cent. reserved until the completion of the said work, and shall and will pay the balance which may remain due to the Contractor, his executors or administrators, on completion by him or them of the said works within one calendar month next after the Architect, Engineer or other person in charge of such works shall have certified in writing, under his hand, that the same are completed in accordance with the terms of this contract to his complete satisfaction, if the said Commissioner shall so soon have accepted and approved of the work, and shall also in like manner have certified what balance, after making due allowance for all such additions or deductions as aforesaid (as the case may be) is due under this contract, to the Contractor, his executors or administrators, and after making all proper charges against the Contractor, his executors or administrators, in accordance with the terms of this contract. And Her Majesty shall and will by like monthly payments, and upon like certificates, and in like proportions, and subject to the like allowances and charges, pay to the Contractor, his executors or administrators, for any such extras as aforesaid, the prices or sums in that behalf hereinbefore provided by the contract authorizing such extras. But in forming his final estimate, the Architect, Engineer or other person in charge, shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate: Provided always, and it is further agreed, that Her Majesty from time to time during the progress of the work, may pay the Contractor the whole or portion any of the fifteen per cent. so withheld and retained.

Eighteenth. No works whatever, claimed to be executed by the Contractor, and claimed by the Contractor to be outside of the preceding terms of the said contract, and which are executed, or constructed, or are to be used in connection with the works contemplated by this contract, or any of them, shall be deemed to be executed, nor shall the Contractor, his executors or administrators, be entitled for payment therefor, unless the same shall have been executed to the satisfaction of the Architect, Engineer or other person in charge of the works contemplated by this contract, and shall have been certified by him to have been so executed; and the amount payable to the Contractor in respect thereof shall be paid within ten days after a certificate shall be made and signed by the Architect, Engineer or other person in charge, certifying the amount due to the Contractor in respect of such work.

Nineteenth. In case the said Commissioner shall take the works, or any part thereof, out of the hands of the Contractor, then upon the completion of the works herein provided for, the Architect, Engineer or other person in charge, as aforesaid, shall certify what, if anything, shall remain due to the Contractor in respect of the said works, after making due allowance for all additions to be allowed, or deductions or charges to be borne by the Contractor under the provisions of this Contract, or shall certify what, if anything, shall be owing to Her Majesty in respect thereof; and the Contractor and Her Majesty respectively shall abide by the certificate to be made as aforesaid, and shall forthwith pay the amount found to be owing in respect of the said works.

Twentieth. Should the amount now voted for this service by the Legislature be at any time expended previous to the completion of the work now contracted for, the Contractor may

or not, as may be seen fit, on receiving a notice in writing from the said Commissioner, to the above effect, stop the work; but in any case the Contractor shall not be entitled to any further payment for work done after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the Contractor have any claim for compensation or damages for the said suspension of payment.

In witness whereof the parties of the first part, and the said Commissioner representing Her Majesty as aforesaid, have hereunto signed their names, and set their seals on the day above written.

Signed and sealed by the said parties of the first part in presence of (Signed) F. T. Jones. (Signed) Richard Dinnis, (*By Charles Chard, his Partner.*) Charles Chard.

Signed and sealed by the said Commissioner of Agriculture and Public Works, in presence of (Signed) Arch. McKellar.

TO CONTRACTORS.

Sealed tenders, addressed to the undersigned at this Department, will be received, until noon, on Friday, the 25th day of August next, for the construction of a Central Prison on land known as the "Ordnance Reserve," west of Strachan Avenue in the City of Toronto, lying between the Great Western and the Grand Trunk and Northern Railways.

Plans and specifications can be seen at the Department, where printed forms of tender and endorsed envelopes can be had on application.

No tender will be received unless it contains the *bona fide* signatures of two persons, offering to become securities for the due fulfilment of the contract.

The lowest or any other tender will not necessarily be accepted.

John Carling,
Commissioner.

Department of Agriculture and Public Works,
Toronto, August 7, 1871.

Copies of Correspondence—W. Edwards and J. P. Wagner—with Copies of Tenders and Acceptances subsequent to assumption of Works of Construction by the Government, in September, 1873.

Department of Public Works, Ontario.
Toronto, January 30th, 1874.

Dear Sir,—A return is ordered to be made to the House, on its reassembling, of copies of "all contracts and advertisements for tenders for contracts relating to "various works upon "the Central Prison;" also of "the names and residence of all Con- "tractors upon said works, and all persons employed by the Government to carry out the "same."

I notice, *incidentally*, that you advertised for tenders for "Slater's work," and for "Tinsmith's work,"—will you have the kindness to send me, at once, copies of these and any other similar advertisements you may have issued, and of all contracts based thereon; or of any contracts made without advertising for tenders by you. Under the second requirement, I do not suppose you have any information but what is in our possession.

Yours very truly,
(Signed) Wm. Edwards.
Secretary.

J. P. Wagner, Esq.,
Superintendent, Central Prison Works, Toronto,

CENTRAL PRISON,
TORONTO, 31st January, 1874.

DEAR SIR,—In reply to your letter of yesterday, relative to the tenders and advertisements for tenders for work at the Central Prison, I beg to state that I have re-let the completion of the carpentering work, according to fourth story cell plan, to the former sub-contractor, Mr. H. M. Melville, for the sum of $12,964 38, for which acceptance I enclose herewith.

With regard to the plumbing and heating, Mr. George Harding furnished me with a detailed estimate of his former contract, with Mr. Elliott, amounting to $8,300, upon which, up to the 17th of September, there had been work done to the amount of $3,052 52, leaving a balance of $5,247 48, which I accepted for the completion of the same; a copy of which acceptance I enclose herewith.

With reference to the iron work, Messrs. Thomas Lalor, and Sons, furnished me with a copy of their tender, to Mr. Elliott, amounting to $8,047 50, the amount of work done on the same up to the 17th of September being to the extent of 6,692 51, leaving a balance of $1,355, to complete the same, which I also accepted, a copy of which acceptance I send herewith.

With regard to the painting and glazing, Mr. M. O'Connor furnished me with a statement of the amount of his contract, with Mr. Elliott, which amounted to $3,229 00, on which there had been paid up, to the 18th of September, the sum of $1,373 56, leaving a balance of $1,855 44 to complete the same, which I also accepted; a copy of which acceptance I enclose herewith.

As regards the plastering, Mr. J. Duckworth furnished me with a copy of his tender to Mr. Elliott, amounting to $2,810 no work having been done on the same, previous to the 18th of September; I accepted the same in full, a copy of which acceptance please find herewith.

With regard to the slating, I advertised for tenders, in reply to which, I received two (copies of which I enclose herewith,) of which I accepted the one from Mr. Robert Rennie; a copy of which acceptance I enclose herewith.

I also received several tenders from the same parties (copies of which I enclose also) for additional slating of buildings in the yard, of which I accepted the one from Mr. Rennie, of which acceptance I beg to enclose you a copy.

Relative to the tinsmith work, I also advertised for tenders, and received six, in reply thereto, (copies of which I enclose herewith) and of which I accepted Mr. George Ringham's; a copy of which acceptance please find herewith.

I also received two tenders (copies sent herewith) for furnishing sheet iron for sheeting the roofs of the corridors, of which I accepted Messrs. Rice, Lewis & Sons.

I also received two tenders (copies sent herewith) for putting up the said iron, of which I accepted Mr. Geo. Ringham's; a copy of which acceptance please find enclosed.

I have received two tenders for filling and levelling within the yard (copies sent herewith) of which I accepted the one from Mr. Owen Cosgrove; a copy of which acceptance I enclose herewith.

I also advertised for tenders for the supply of wood for the brick yard, and received two in reply thereto, one from Mr. Richard West, offering to furnish pine wood at $4 75 per cord, which one I accepted; the other from the Toronto Fuel Association, offering hard wood at, I believe, either at $6 50, or $6 75, per cord; these tenders having been, in some way, mislaid, I am unable to furnish copies of the same. I also received six tenders for the supply of gravel (copies of which I send herewith) and of which I have accepted the one in part from Messrs West and Taylor; a copy of which acceptance I herewith enclose.

I also received three tenders for the supply of rubble stone (copies of which I enclose herewith) and of which I accepted the one from Messrs. Clark and Van Every, a copy of which acceptance please find herewith.

I have also received a tender from Messrs. E. and C. Farquhar (a copy of which I enclose herewith) for the supply of broken stone, as a substitute for gravelling, but nothing has yet been decided upon in reference thereto.

As regards the advertisements for tenders, &c., I beg to state that I have not kept copies of the same, but that upon reference to the files of the daily papers, at about the dates hereunder mentioned, they may be seen.

For advertisement for men wanted at the Prison, see *Globe* from seventeenth to twenty-fourth September.

For advertisement for tenders for slating and tinsmith work, see *Globe* and *Mail* about twentieth September.

For advertisement for tenders for wood, see *Globe* and *Mail* for about the middle of October.

For advertisement for tenders for gravel and stone, see *Globe* and *Mail* from sixteenth to twenty-fourth January, 1874.

I am, Dear Sir,
Yours respectfully,
(Signed J. P. WAGNER.
Superintendent of Central Prison Works.

William Edwards, Esq.,
Secretary, Department of Public Works, Ontario.

Copy of acceptance of Tender for Carpenter's work.

CENTRAL PRISON, TORONTO, 11th October, 1873.

DEAR SIR,—I beg to inform you that your tender for carpenter's and joiner's work a the Central Prison, is accepted by me, on condition that you forward the work as fast as I may think necessary for the completion of the building on the 15th day of December, 1873.

And should you not comply with the above condition, I shall then be at liberty to hire men to do the work, and charge the same to you.

Yours &c.,
J. P. WAGNER,
Superintendent, per J. W. K.

H. M. Melville, Esq., Toronto.

Copy of acceptance of Tender for Plumbing and Heating.

CENTRAL PRISON, TORONTO, 1st October, 1873.

DEAR SIR,—I beg to inform you that I have accepted your statement of contract to John Elliott, providing it is correct for the, gas fittings, plumbing and steam heating, at the Central Prison, amounting to $8,300 00, less work done on the same to 17th of September, 1873, amounting to $1,952 52, less two boilers not supplied by you, amounting to $1,000, leaving a balance of $5,347 48 to finish the same, which balance I accept if found correct, on conditions that you will push the work as fast as I may think necessary, so that the whole of the building will be completed by the 15th day of December next.

But should you fail to comply with the above conditions I shall feel myself at liberty to employ other parties to push the work through, and charge you with all costs that may arise therefrom.

Yours truly,
(Signed) J. P. WAGNER,
Superintendent.

Mr. George Harding.

Copy of acceptance of Tender for Iron Work.

CENTRAL PRISON, TORONTO, 16th October, 1873.

GENTLEMEN,—I hereby accept the balance of your statement of the 14th October, 1873, at the Central Prison, amounting to one thousand three hundred and fifty-five dollars ($1,355 00), with the understanding that the work will be pushed with all possible speed, to insure the completion of the whole of the work by the 15th of December next, I retaining the

power to put on sufficient hands in case you do not push the work to my satisfaction, and all expenses accruing therefrom to be charged against your contract, or any and all moneys due to you for work done about said Prison.

Yours &c. &c.,
(Signed) J. P. WAGNER,
Superintendent, per J. T. L.

Messrs. Thos. Lalor & Sons.

Copy of acceptance of Tender for Painting and Glazing.

CENTRAL PRISON, TORONTO, 1st October, 1873.

DEAR SIR,—I beg to inform you that I have accepted your statement of contract to John Elliott, provided it is correct, for the painting and glazing of the Central Prison, amounting to $3,292 00, less work done on the same up to the 17th September, 1873, amounting to $1,373 $\frac{56}{100}$, leaving a balance of $1,855 $\frac{44}{100}$ to finish the same, which balance I accept if found correct, on condition that you push the work as fast as I may think necessary, so that the whole building will be completed by the 15th day of December next.

But should you fail to comply with the above conditions, then I shall feel myself at liberty to employ other parties to push the work through, and charge all costs arising therefrom to you.

Yours truly,
(Signed) J. P. WAGNER,
Superintendent.

Mr. M. O'Connor.

Copy of Tender for Plastering.

Copy of old Tender.

To J. P. WAGNER.

August 20, 1871.

I, the undersigned, will undertake to do all the plastering of the Central Prison, in Toronto, according to the plans and specifications, furnished by Mr. Tully, Architect, for the following sums:

Centre Building	$2,250 00
Do. do. Wings Whiting	389 00
Workshop Whitewashing	111 00
Warehouse do.	60 00
	$2,810 00

(Signed) JOHN DUCKWORTH.

Payments to be made every two weeks.

I accepted the above amount of $2,810 00, to be paid as the work progresses.

(Signed) J. P. WAGNER.
Superintendent.

October 11th, 1873.

Copy of acceptance of Tender for Plastering and Whitewashing.

CENTRAL PRISON,
TORONTO, 11th October, 1873.

DEAR SIR,—I beg to inform you that your tender for plastering, whitewashing, &c., &c., at the Central Prison, is accepted by me, on condition that you forward the work as fast as I may think necessary for the completion of the building on the fifteenth day of December, 1873, and should you neglect to comply with the above condition I shall be at liberty to hire men, and charge the same to you.

Yours, &c.,
(Signed) J. P. WAGNER,
Superintendent.

To Mr. J. Duckworth.

Copy of Tender for Slating.

TORONTO, 25th September, 1873.

SIR,—I do hereby propose and agree to do the slater work of main buildings, Central Prison, according to plans and specifications, at the following:

Original Plan..... $2,070 00
Altered " 1,890 00

And I will allow at the rate of $7 25, per square, for slate on grounds.

Yours respectfully,
(Signed) ROBERT RENNIE.
Box 361, P. O., Toronto.

J. P. Wagner, Esq., Central Prison.

Copy of acceptance of Tender for Slating.

CENTRAL PRISON.
TORONTO, 27th September, 1873.

DEAR SIR,—I beg to inform you that your tender for slating, at the Central Prison, is accepted by me, on condition that you forward the work as fast as I may deem necessary for the completion of the building by the fifteenth day of December next, and do the work in a good and workmanlike manner.

But should you fail to comply with the above conditions, I shall then be at liberty to employ men to push the work, and charge you with all costs that may arise therefrom.

Yours truly,
(Signed) J. P. WAGNER.
Superintendent.

Mr. R. Rennie, Toronto.

Copy of Tender for Galvanized Iron Work.

TORONTO, 25th September, 1873.

SIR.—I do hereby agree to furnish galvanized iron for roofing gutters, hips, alleys, and conductors; also ventilators, flashing, and doux roof, and fix the same according to plans and specifications of main and wing buildings of Central Prison, Toronto, for the sum of one thousand four hundred and sixty dollars ($1,460).

If built according to new plans, with deck roof and galvanized iron ventilators, the amount will be two thousand two hundred and eighty-six dollars ($2,286).

(Signed) GEORGE RINGHAM.

Accepted.

(Signed) J. P. WAGNER,
Superintendent.

Copy of Acceptance of Tender for Preparing and Putting up Sheet Iron.

CENTRAL PRISON,
TORONTO, 3rd Nov., 1873.

DEAR SIR.—I beg to inform you that I have concluded to accept your tender for preparing and putting up the sheet iron in the corridors of the Central Prison, on condition that you forward the work as fast as I may deem necessary for the completion of the whole building by the 1st day of March, 1874, and do the work in a proper and satisfactory manner.

Should you, however, neglect to comply with the above conditions, I shall then feel myself at liberty to employ other parties to push the work through, of course, charging you with all extra expenses that may be incurred thereby.

Yours truly,
(Signed) J. P. WAGNER.
Superintendent.

Mr. George Ringham, Toronto.

Copy of Tender for supply of Flat Stone.

MIMICO, 24th January, 1874.

We, the undersigned, do agree to deliver thirty toise of flat stone at the Central Prison, Toronto, for the sum of $12 per toise, at the time specified in the *Globe* newspaper of the 23rd instant.

(Signed) JAMES CLARK & VAN EVERY.

Accepted.

(Signed) J. P WAGNER,
Superintendent.

Copy of Acceptance of Tender for the supply of Stone.

CENTRAL PRISON,
TORONTO, 2nd February, 1874.

GENTLEMEN.—I have concluded to accept your tender for the supply of flat stone, according to sample No. 2 delivered by you, on condition that you deliver the same as fast as I may deem necessary for the whole amount to be furnished by the time specified.

Should you, however, neglect to comply with the above condition, then I shall feel myself at liberty to obtain the stone from other parties, of course, charging you with all extra expense that may be incurred.

Yours truly,
(Signed) J. P. WAGNER,
Superintendent.

Messrs. Clark & Van Every, Mimico.

Copy of Tender for Slating.

TORONTO, 7th January, 1874.

J. P. WAGNER, Esq.

SIR,—I do hereby propose and agree to do the slate work of water closet buildings, laundry, and coal sheds now in course of erection, for the sum of six hundred and thirty-nine dollars.

All to be done in a reasonable time, weather permitting.

Yours respectfully,
(Signed) ROBERT RENNIE,

Accepted.
(Signed) J. P. WAGNER,
Superintendent.

Copy of Acceptance of Tender for Slating.

CENTRAL PRISON,
TORONTO, 9th January, 1873.

DEAR SIR,—I beg to inform you that I have concluded to accept your tender for slating the water closets, coal sheds and laundry at the Central Prison, on condition that you forward the work as fast as I may deem necessary for the completion of the whole building by the 1st day of March, 1874, and perform the work in a proper and satisfactory manner.

Should you neglect to comply with the above conditions, I shall then feel myself at liberty to employ other parties to push the work, of course charging you with all extra costs that may arise therefrom.

Yours truly,
(Signed) J. P. WAGNER.
Superintendent.

Mr. Robert Rennie, Toronto.

Copy of Tender for supply of Sheet Iron.

TORONTO, October 20th, 1873.

J. P. WAGNER, Esq., Central Prison.

DEAR SIR,—In reply to your enquiry, we beg to say we can supply at once about twelve tons of No. 12 guage sheet iron now. The sizes are 2, 2½, and 3 feet wide, by six feee long; price per hundred pounds, $4 87, four dollars eighty-seven cents.

The balance, say twenty tons, we shall be glad to import per steam and Grand Trunk Railway. We shall supply this at same price as above, and bring it out this winter. We shall be glad to have immediate instruction.

We are yours respectfully,
(Signed) RICE LEWIS & SONS.

Accepted.
(Signed) J. P. WAGNER,
Superintendent.

Copy of Acceptance of Tender for the supply of Sheet Iron.

CENTRAL PRISON,
TORONTO, 23rd October, 1873.

GENTLEMEN,—I beg to inform you that I have accepted your tender for the supply of sheet iron, delivered at the Central Prison, at $4 75 per 100 lbs., on condition that you furnish the whole amount by 1st December next.

Yours truly,
(Signed) J. P. WAGNER,
Superintendent.

Messrs. Rice Lewis & Son, Toronto.

Copy of Tender for Iron Work.

TORONTO, October 22nd, 1873.

TO THE ONTARIO GOVERNMENT,—

We propose to furnish the iron work required for the fourth tier of cells for Central Prison, as follows:—

Standard and running rails for balcony, four pairs of cast and wrought iron stairs, and simultaneous locking bars, for the sum of sixteen hundred and eighty-nine dollars.

(Signed) THOMAS LALOR & SONS.

Accepted.

(Signed) J. P. WAGNER.
Superintendent.

Copy of Acceptance of Tender for Iron Work.

CENTRAL PRISON,
TORONTO, 24th October, 1873.

GENTLEMEN,—I beg to inform you that I have concluded to accept your tender for iron work for the fourth tier of cells at the Central Prison, on condition that you forward the work as fast as I may deem necessary for the completion of the building by the 15th day of December next.

Should you, however, neglect to comply with the above condition, I shall then be at liberty to obtain other parties to complete the work, of course charging you with all extra expense that may be incurred thereby.

Yours truly,
(Signed) J. P. WAGNER,
Superintendent.

Messrs. Thomas Lalor & Sons, Toronto.

Copy of Tender for Filling and Levelling.

TORONTO, 12th November, 1873.

MR. WAGNER.

SIR,—I propose to do the excavating and filling, as shown by you at Central Prison, for the sum of 42 cents per cubic yard.

(Signed) O. COSGROVE.

Accepted.

(Signed) J. P WAGNER,
Superintendent.

Copy of Acceptance of Tender for Filling and Levelling.

CENTRAL PRISON,
TORONTO, 13th November, 1873.

DEAR SIR,—I beg to inform you that I have concluded to accept your tender for the filling and levelling in the Central Prison Yard, on condition that you push the work with all possible speed, and to do the same in a proper and satisfactory manner.

In the event of your neglect to comply with the above conditions, I shall then be at liberty to get the work performed by other parties, and charge you with all costs that may arise therefrom.

Yours truly,
(Signed) J. P. WAGNER,
Superintendent.

Mr. O. Cosgrove, Toronto.

Copy of Tender for supply of Gravel.

TORONTO, 24th January, 1874.

The undersigned hereby tender for the following qualities of gravel, to be delivered at the new Central Prison here :—

Gravel	No. 1.—As per sample screened (if not over five hundred yards)	$2 50	per yard
Do	No. 2.—Coarse gravel, as per sample unscreened, any quantity...	2 00	do
Do	No. 3.—Grits, as per sample, any quantity.....	2 00	do
Do	No. 4.—Screened, as per sample	1 50	do

(Signed) RICHARD WEST.
RICHARD TAYLOR.

No. 2 and No. 4 gravel accepted.
(Signed) J. P. WAGNER,
Superintendent.

Copy of Acceptance of Tender for supply of Gravel.

CENTRAL PRISON,
TORONTO, 26th January, 1874.

GENTLEMEN.—I beg to inform you that I accept your tender for gravel as per sample No. 2, to the amount of eight hundred yards, more or less, as may be decided upon by me hereafter.

Also, sample No. 4, to the amount of two hundred and fifty yards, more or less, as may be decided upon by me hereafter.

The first mentioned quantity to be furnished by the first day of April next, and the two hundred and fifty yards of No. 4 quality to be supplied by the tenth day of February next; the whole to be put in square piles at the Central Prison where pointed out to you by me or the foreman.

And should you fail to furnish the same, as fast as I may think necessary, so as to have the whole supplied by the different dates above stated, then I shall be at liberty to get the same supplied by other parties, and charge you with all costs that may arise therefrom.

Yours truly,
(Signed) J. P. WAGNER,
Superintendent.

Messrs. Richard West & Richard Taylor.

Copy of Tender for preparing and putting on Sheet Iron.

TORONTO, 31st October, 1873.

SIR,—I do hereby propose to furnish 3 inch Counter-sunk nails and prepared No. twelve sheet iron, and fix the same in a satisfactory manner on top of the corridors at Central Prison, Toronto, for the sum of four dollars per hundred lbs.

(Signed) GEORGE RINGHAM.

Accepted.
(Signed) J. P. WAGNER,
Superintendent.

Copy of Acceptance of Tender for Tinsmith Work.

CENTRAL PRISON,
TORONTO, 26th September, 1873,

DEAR SIR,—I beg to inform you that I have accepted your tender for the tinsmith work to be done at the Central Prison, on condition that you forward the work as fast as I may think necessary for the completion of the building by the 15th day of December next, and do the work in a good and workmanlike manner. But should you fail to comply with the above conditions, I shall then be at liberty to employ men to push the work, and charge you with all costs that may arise therefrom.

Yours truly,
(Signed) J. P. WAGNER.
Superintendent.

Mr. George Ringham.

TENDERS WANTED.

Separate tenders will be received by the undersigned until the 25th instant, for the following works, required at the Central Prison. Plans and specifications can be seen at the office, near the building.

Slaters' work. Tinsmiths' work.

J. P. WAGNER,
Superintendent.

TENDERS WANTED.—CORD WOOD.

Tenders wanted by the 1st of October, by the undersigned, for the supply of 500 cords of sound dry pine, hemlock, or any other soft cord-wood, to be delivered and piled on the grounds of the brick yard near the Central Prison, 250 cords to be delivered on or before the 10th of October next, and the balance on or before the 15th or 20th of October next.

J. P. WAGNER,
September 24th, 1873. *Superintendent.*

TENDERS WANTED FOR GRAVEL AND STONE.

By the undersigned, up to the 24th day of January, for the supply of about 2,500 yards of coarse gravel, to be put in square piles, at the Central Prison where directed; also, about 30 toise of flat stone, suitable for under gravel roads. About 700 yards of the gravel must be furnished on or before the 10th day of February next, the balance on or before the 1st day of April next.

Parties tendering must furnish one load of the different kinds of material wanted, along with their tender, as samples, and if tender is not accepted, will be paid for the same, if suitable for the purpose required, at a reasonable rate.

Tenders and samples to be delivered at the Central Prison Office.

J. P. WAGNER,
Superintendent.

COPIES OF CORRESPONDENCE, &c., WITH CONTRACTORS AND OTHERS, DURING THE YEARS 1871–2.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, August 28th, 1871.

GENTLEMEN,—I have the honour to inform you that your tender of the 25th instant, to construct a Central Prison, at Toronto, according to the plans and specifications prepared in this Department, for the sum of ninty-seven thousand five hundred dollars (97,500 00) has been accepted; and to request that you will at once attend at this Department with satisfactory sureties to execute the contract and bond.

I am, Gentlemen,
Your obedient servant,
(Signed) JOHN CARLING,
Commissioner.

W. J. Sutton & Co., Contractors, Brantford.

BRANTFORD, 29th August, 1871.

DEAR SIR,—On account of the very dangerous illness of one of our sureties, Mr James Tutt, we are forced to request you to kindly allow us to withdraw our tender for the construction of the Central Prison, as it would be impossible for us to proceed under the circumstances. We deeply regret the cause that compels us to decline the contract, after the kindness you have shown us in accepting our tender. Hoping you will grant our request,

We remain,
Dear Sir,
Your obedient servants,
(Signed) H. J. SUTTON & Co.

Honourable John Carling,
Commissioner, Public Works, Toronto.

BRANTFORD, September 5th, 1871.

Waterhouse went east this morning, he will return to-morrow night.
(Signed) R. T. SUTTON.

Honourable John Carling.

September 6th, 1871.

Communicate with your proposed sureties by telegram. Time is of great moment. Closing of the contract cannot be delayed beyond to-morrow.

J. C.

BRANTFORD, September, 9th, 1871.

Please send contract here to sign, Waterhouse & Co. have agreed with Mathews and Thompson.

(Signed) R. T. SUTTON.

September 11th, 1871.

Mr. Davies, of my office, is on Great Western train this morning, for Brantford, with contract for execution by yourselves and sureties. Please arrange for all parties to be in the way on his arrival, that matters may be completed.

(Signed) JOHN CARLING.

R. T. Sutton & Co., Brantford.

BRANTFORD, September 11th, 1871.

Tell Mr. C. Suttons are playing with him. No sureties here to sign. Return by five-thirty (5.30) train.

(Signed) JOHN DAVIES.

F. T. Jones, Department Public Works.
Parliament Buildings.

September 12th, 1871,

In consequence of your not having fulfilled your engagements with us, we are reluctantly forced to offer the contract to the next lowest tender.

(Signed) JOHN CARLING.

R. T. Sutton & Co., Brantford.

DEPARTMENT OF PUBLIC WORKS ONTARIO,
TORONTO, January 31st, 1872.

SIR,—I am instructed by the Honourable the Commissioner, to notify you that the offer contained in your letter of the 18th September last, addressed to the Inspector of Asylums, Prisons, &c., to furnish Chubb's locks, mortised into a cut stone, for the Central Prison, Toronto, for the sum of $16 15 (sixteen dollars fifteen cents) per lock and stone complete, in all respects, delivered at the wharf or railway station, Hamilton, has been accepted; the sample lock and stone sent by you to the Department is accepted as a sample of the whole.

I have, therefore, to instruct you to proceed with the manufacture of 200 (two hundred) locks and stones of the same description for delivery; 100 (one hundred) on the first of May next, 100 (one hundred) on the first of July next, the locks to be inspected in Hamilton by a person appointed by the Department, before being mortised into the stones.

I am, Sir,
Your obedient servant,
(Signed) WM. EDWARDS,
Secretary.

Mr. Hugh Hennessy, Lockmaker.
Hamilton.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, April 29th, 1872.

SIR,—I have the honour to submit the annexed report of Mr. Taylor, Clerk of the Works at the Central Prison, who went to Hamilton on Saturday last, to examine the stones prepared for the cell door locks of the Central Prison, as requested by the Inspector of Prisons, and approved by you.

Mr. Taylor's report states that the stones are not in accordance with the sample, and that he refused to accept them. I have, therefore, to recommend that a communication be

forwarded to Mr. H. Hennessy, Hamilton, stating the above reason for refusing to accept the stones, and that no advance can be made unless they are in accordance with the sample.

I have the honour to remain,
Your obedient servant,
(Signed) KIVAS TULLY,
Architect.

The Hon. A. McKellar, Commissioner of Public Works,
Ontario.

DEPARTMENT OF PUBLIC WORKS,
TORONTO, April 29th, 1872.

SIR,—I proceeded to Hamilton on Saturday, according to your instructions, and examined the stones for the cells of the Central Prison, and not finding them according to sample, I refused to accept them.

Yours truly,
(Signed) GEORGE TAYLOR,
Clerk of Works, Central Prison, Toronto.

To Mr. Kivas Tully, Architect,
Department Public Works.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, April 29th, 1872.

SIR—I am instructed by the Honourable the Commissioner to inform you that the Architect, Mr. Kivas Tully, has reported to him that "the stones prepared for the cell door locks of the Central Prison, are not in accordance with the sample," upon which your contract is based, and, therefore, they cannot be accepted, nor can any advance be made thereon.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) WM. EDWARDS,
Secretary.

Mr. Hugh Hennessy, Lockmaker,
Hamilton.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, May 14th, 1873.

SIR,—I have the honour to report that, the contractor has resumed work at the Central Prison, and as the plans and specifications were prepared before the site was finally determined, additional foundations and drains were required for the construction, of which a list of prices was attached to the contract, and additional appropriations have been included in the estimates. An additional appropriation has also been made for a separate water supply as explained in the Public Works report for 1871. The supply pipe to be of cast iron, four inches in diameter, from the Asylum engine house, to the interior of the quadrangle of the Central Prison, with separate connections to each engine, so as not to interfere in any way with the supply pipe to the Asylum. According to the contract, it is necessary that written authority should be given to the contractor for all additional work. As this has not been done, I have the honour to recommend that a communication be forwarded to the contractor, directing him to construct the additional foundations, the extension of the main drain, the construction of a sewer on the North side of the grounds, to carry off the surface water from the railway tracks,

the separate water supply pipe from the Asylum engine house, and additional filling and levelling on the grounds, in accordance with the plans prepared for the purpose; the cost to be determined by measurement, and the list of prices attached to the agreement.

I have the honour to be, Sir,
Your obedient servant,
KIVAS TULLY,
Architect.

Honourable A. McKellar,
Commissioner of Public Works, Toronto.

May 21st, 1872.

SIR,—I am directed by the Honourable the Commissioner of Public Works to state that, the following additional work will be required to the Central Prison. Construct additional foundations to the South workshop, and at the East end of the North workshop, with the necessary drains from the same as shown on the plan. Also, for the additional foundation of of the Main Building. The main drain to be extended Westward from the point lettered A on the plan to the West end of the South workshop.

Construct a brick sewer 3 feet in diameter on the North side of the ground, to carry off the surface water from the Grand Trunk and Northern Railway Tracks, and fill in round the same to form the approach to the front of the Prison.

Construct separate water supply pipe from the engine house of the Lunatic Asylum, at the Lake Shore, along side of the present water supply pipe of the Lunatic Asylum, to a point where the excavation has been made for the branch pipe to the Central Prison, 60 feet South of the railway fence, and extend the main supply pipe from this point to the centre of the Prison yard, instead of the supply pipe 2-inch in diameter as at present specified, to connect with the main water supply pipe to the Asylum. The separate water supply pipe to be of cast iron, 4-inch in diameter, $\frac{5}{8}$ of an inch in thickness, with faucet joints carefully leaded, the excavation for the pipe to be not less than 4 feet in depth at any point, and the earth to be well filled and rammed over the pipe. The connections with the engines in the engine-house will be made by Messrs. Dickey, Neill and Co., as the engines were constructed and repaired by them.

The additional filling and levelling required to be made according to the plans and sections, and directions to be given as the work progresses.

The cost of the above work to be determined by measurement, and the list of prices attached to the agreement.

I remain,
Your obedient servant,
(Signed) KIVAS TULLY.

Mr. John Elliott, Contractor,
Central Prison, Toronto.

OFFICE OF THE INSPECTOR OF ASYLUMS, PRISONS, &C., ONTARIO,
TORONTO, May 21st, 1874.

SIR,—I have the honour to recommend for your consideration and instructions in respect to the construction of the Central Prison, Toronto:

1st. That Georgetown or Kingston stone be used for the foundation of all walls not surrounded by the stone wall enclosure, up to the level where they receive the cut stone base.

2nd. That water lime be not used in the mortar for the brick work, provided the quality of the ordinary mortar is of the very best or equal to the sample shewn by Mr. Tully.

3rd. That the windows of the wings have cut stone jambs, in place of a separate cut stone inserted to receive the cross window bars, and the cross iron bars of the windows be to doubled.

4th. That the cell door heads and jambs be constructed entirely of cut stone, instead of inserting out stone for hinges and locks as specified.

5th. Iron bars to protect the kitchen windows.

Respectfully submitted,
(Signed) J. W. LANGMUIR,
Inspector.

Approved,
(Signed) ARCH. McKELLAR,
Commissioner.

The Honourable Arch. McKellar,
Commissioner of Public Works Department.

July 9th, 1872.

SIR,—On enquiring of the clerk of the works at the Central Prison, I find that you have not any bricklayers at work, as you promised to me on Saturday last, I have therefore to notify you, that unless you have at least ten bricklayers at work at the workshops this week, I shall report to the Commissioner in accordance with fourth clause of the General Observations of the Specifications and Agreement.

You should also have at least five masons more at work at the foundations of the West wing and the South workshop.

Your attention is particularly requested to these points, which are, I consider of the utmost importance to the work.

I remain,
Your obedient servant,
(Signed) KIVAS TULLY.

Mr. John Elliott,
Contractor, Central Prison.

July 17th, 1872.

SIR,—I am directed by the Hon. the Commissioner of Public Works, to notify you, that unless immediate steps are taken to cover the frames and sashes, prepared for the Central Prison, to protect them from injury from the effects of the weather, they will if injured, be rejected as unfit to be placed in the work, in accordance with clause No. 6 of the agreement.

The clerk of the works will explain in what manner, the frames, &c., should be covered.

I remain,
Your obedient servant,
(Signed) KIVAS TULLY.

Mr. John Elliott,
Contractor, Central Prison, Toronto.

July 17th, 1872.

SIR,—I am directed by the Hon. the Commissioner of Public Works, to request that you will make the following alterations in the construction of the windows and doors of the Central Prison, Toronto.

1st. That Georgetown or Kingston stone be used for the foundation of all the walls not surrounded by the stone wall enclosure, up to the level where they receive the cut stone base.

2nd. That water lime be not used in the mortar for the brickwork, provided the quality of the ordinary mortar is of the very best.

3rd. That the windows of the wings have cut stone jambs, in place of separate cut stone inserted to receive the cross window bars, and the cross iron bars of the windows be doubled.

4th. That the cell door heads and jambs be constructed entirely of cut stone, instead of inserting cut stone for hinges and locks, as specified.

5th. That the kitchen windows be protected with iron bars.

I have also to state that the Commissioner has decided that Georgetown stone shall be used for the additional cut stone, according to the agreement.

The tracings of the detailed plans of the windows and doors, have been furnished to the clerk of the works, at the Central Prison, to whom you can refer for any further information required.

I have also to request that you will construct a separate brick drain 22 inches in diameter, laid in water lime, south of the south workshop, to carry the surface water from the railway switch to the open drain on the grounds.

I remain,
Your obedient servant,
(Signed) KIVAS TULLY.

Mr. John Elliott,
Contractor, Central Prison, Toronto.

DEPARTMENT OF PUBLIC WORKS,
TORONTO, September 25, 1872.

SIR,—I have the honour to state for your information, that I had an interview with the manager of the Toronto Car Company, this morning, when the subject of shop space in connection with the Central Prison was fully discussed.

Mr. Baines is of opinion that a considerable number of prisoners could be employed profitably in the foundry branch of the car works, and suggests that the building called for in the specification as a wareroom should be abandoned, and a one story building about 160 x 80 erected instead. The cost of this substitution would not be much.

Believing that the proposed alteration would be for the best interest of the prison, I would most respectfully recommend that the plan be prepared with a view to carrying the suggestion into effect.

From the observations of Mr. Baines at other prisons, it is shown very clearly that the proposed enclosed yard will not be sufficient for the requirements of the prison. I therefore think that it is very desirable that the rear yard walls should be extended back not less than sixty feet.

I have the honour to be,
Sir,
Your most obedient servant,
J. W. LANGMUIR,
Inspector.

The Honourable Arch. McKellar,
Commissioner, Public Works, Toronto.

TORONTO, December 13th, 1872.

J. W. LANGMUIR, Esq.,
Inspectors of Asylums and Prisons.

DEAR SIR,—I beg to inform you that the following shafting, hangers, pillow blocks, wall boxes and pulleys are required for the Central Prison :—

North Building.

Three main shafts, each forty-eight feet long and three inches diameter, provided with solid collars at one end, to form a journal ten and a half inches long; also, four thirty-six inch pulleys, twenty inches face; these pulleys to be firmly keyed on where directed; nine hangers twenty-two inches long, to centre of journal, and six pillow blocks bolted into cast-iron wall boxes, to be let into the wall at each side of the building; also, about thirty pulleys.

South Building.

One length of main shaft, one hundred and sixty-one feet long; one length, one hundred and forty feet long; and two lengths fifty feet long each. The first two lengths to be provided with solid collars at one end, to form a journal twelve inches long. The two shorter shafts to be provided with loose collars and set screws, three on each shaft. Seven driving pulleys, sizes to be given hereafter; seven hangers, five feet six inches long, to centre of journal, and six pillow blocks, to bolt on centre columns; twenty-three hangers, twenty-two inches long, to centre of journal; and about sixty pulleys.

Foundry.

One hundred feet of main shafting, three inches diameter; six hangers, three pillow blocks, same as described above, with wall boxes, and about twelve pulleys.

RECAPITULATION.

North Building.

144 feet of three inch shafting, in lengths of 16 feet each.
35 pulleys, sizes to be determined hereafter.
15 hangers, 22 inches long to centre of journal.
6 pillow blocks and wall boxes.

South Building.

401 feet three-inch shafting, in lengths of 14 ft. 8 in. each.
67 pulleys.
30 hangers, 6 of them to be 5 ft. 6 in. long.
11 pillow blocks, and 5 wall boxes.

Foundry.

100 feet of three inch shafting.
12 pulleys.
6 hangers.
3 pillow blocks and wall boxes.
4 cupolas.
2 travelling cranes.
1 fan and blast pipe.

The above shafts to be made in lengths as near as possible to the sizes above mentioned, with couplings to connect them together. It is impossible to determine upon the exact size or number of any pulleys until the Car Company give the speeds of the machines and sizes of the pulleys sent with them.

I would suggest that the order for the shafting, hangers, pillow blocks, and wall boxes be given for the north and south buildings.

It is also necessary that bills of weight should accompany the delivery of all shafts, hangers, pillow blocks, and castings, when charged for by the pound, and handed to the Inspector or parties appointed, and a receipt taken for the same.

N.B.—(The original of this letter was written by Mr. Banks, Inspector of Machinery, &c., but was omitted to be signed.)

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, March 4th, 1873.

DEAR SIR,—I am instructed by the Commissioner upon the report of the Architect of the Department, to request that you will give the necessary instructions to the Warden of the Reformatory to have the remainder of the gratings (92) completed without delay, as they will be soon required for building into the work at the Central Prison; or that the

iron and $303.60 be returned by the Provincial Reformatory, to be placed to the credit of the appropriation for the Central Prison; and also that the architect report certain accounts for labour upon these gratings, amounting to $244.17, having been paid upon your certificate and charged to Central Prison construction, thus largely increasing the cost of these gratings beyond the original estimate, and rendering it impossible for him to maintain the necessary control over the departmental appropriations.

Yours very truly,
(Signed) WM. EDWARDS,
Secretary.

J. W. Langmuir, Esq., Inspector of Prisons, Asylums, &c.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, March 13th, 1873,

DEAR SIR,—The Inspector of Prisons, under date of the 11th instant, reports to the commissioners as follows: "I have the honour to draw your attention to the 6th, 7th, 8th and 9th paragraphs of the contract with the Canada Car Company, providing that certain drawings of workshops, foundations, railway tracks, switches, shafting, and counter shafting, yard-room space, &c., &c., are required to be produced by me, on the completion and execution of the contract with the said company; and to request that measures be taken to supply me with all such plans, that the contract may be executed this coming week."

The Commissioner requests that Mr. Tully will furnish the information asked for in this report.

I am, Sir, yours truly,
(Signed) WM. EDWARDS.
Secretary.

Kivas Tully, Esq., Architect, &c.,
Public Works Department.

In Re Central Prison Contract.

In August, 1871, tenders were invited by public advertisement for the construction of the following buildings, to be erected in accordance with certain plans and drawings and specifications which were exhibited to those tendering.

These plans, drawings and specifications showed the dimensions of the structures proposed to be erected, and the manner and style of the same.

From these papers the exact quantities of the materials required in the building could be taken off, and those who tendered were required to state *en bloc* for which they would complete the structures.

Mr. John Elliott put in a tender, which was accepted, proposing to erect the following buildings for the prices named:—

CENTRE BUILDINGS AND WINGS.

Steam heating, water supply, road, ash-pits, and drains	$83,773
Boundary wall	15,121
Warehouse	6,581
Two Workshops	23,846
Total	$129,321

To the contract which in fact merely embodies the specifications and the conditions contained therein, is attached a schedule of prices, headed with these words "Schedule of prices to be afterwards attached to the contract to *regulate* the cost of additional or omitted works, and for the progress estimates should the tender be accepted." (See the schedule of prices attached to the contract.)

It is proper to refer to the 9th and 11th paragraphs under the general conditions of the specifications, and to the 7th and 9th paragraphs of the contract. It is simply remarked that widely different constructions are given to these portions of the contract, taken in connection with the schedule of prices annexed to the contract.

On the one hand it is contended that the Crown has the right to increase the work to any amount And yet it is only obligated to pay for the *additional work* on the schedule of prices attached to the contract. although the value and cost of the work and materials may have increased from thirty-five to forty per cent. since the contract was made.

On the other hand it is contended that the schedule of prices was a mere approximation of the cost and value of the different kinds of works, and materials specified, to enable progress estimates to be made, and on which "additional" and "omitted" work might be estimated as the work proceeded and was intended as the wording proves, "only to regulate the cost of additional or omitted work, and for the progress estimates;" and further, that in any event the additional or omitted work means in substance the same thing, namely, work necessary to complete the edifices as contemplated by the plans, drawings, and specifications, and which through inadvertance had been overlooked or not specifically named; such in fact as without which the buildings could not be completed; and that therefore if any considerable works were added these must be paid for on measurement and value at current rates.

It is contended that the following schedule of works are extras, and not such as in any event on a fair construction of the contract, specifications, plans, and drawings on which the contract was based, can be said to be within the schedule of prices attached to the contract; and that therefore they should be paid for on measurement and value at current rates, which quantities and rates are mentioned in the said schedule of works already executed, viz[1]:—

Amount of extra work done at the Central Prison (not including the foundry.)

1.	Excavation and filling	10,003 yards, at 45 cents.....	$4,501 35	
2.	Excavation	320 " " 30 "	66 00	
3.	Rubble Stone Work	1,059 " "$6 75"	7,148 25	
4.	Concrete	73¼ " " 5 00 "	365 25	
5.	Brickwork	265,580 bricks at $15 00 per 1,000...	3,983 70	
6.	Sewer Pipe	316ft. 9in. " 47 cents " foot.....	148 52	
7.	(3) Three Junctions at $1 50 each, and 1 Trap at $2 50.....		7 00	
8.	Cut Stone	956 feet cubic at $3 00.....	2,868 00	
9.	Water Supply Pipes,	88,684 lbs. at $5 50.....	4,857 62	
10.	1 Cast iron T.,	100 lbs., " 5 50.....	5 50	
11.	Lead,	4,127 lbs., at 7 cents per lb...	288 89	
12.	Time, laying pipes	.....	331 61	
13.	Carpenter's and Joiner's work	.....	1,326 08	
14.	Coal for melting lead for laying pipes	.....	5 00	
				25,923 77

It will be recollected that the buildings embraced in the contract were: centre building and wings, including heating water supply, roads, &c., a warehouse and two workshops, all costing $129,321.

The changes subsequently made are so great, and have so materially changed the whole original design, as in fact to do away with the original contract altogether, *or, at all events, to take all additional or omitted work out of the schedule of prices attached to the contract if otherwise that schedule were binding in the limited sense before indicated.*

For example, there were to be two workshops, each two stories high, one has been made three stories by converting the basement into one storey. This was done by elevating the foundation walls from six to eight feet higher than was contemplated in the original plan. And thereby causing a large increase in rubble masonry. In the north wing of the centre building, the plans and drawings on which the contract was based, showed a foundation of about four feet. In the way in which the architect has directed the same to built it will average from six to seven feet, thereby largely increasing the rubble masonry. In the south wing of the central building the foundation walls were shown on the plans and drawings to be

about four feet, but as the architect has had the work performed they will average full eight feet, thereby also largely increasing the rubble masonry beyond what was contemplated in the original contract.

In the south workshop the basement has been enlarged, so that the rubble masonry has been actually doubled, that is, it is twice as much as was shown in the plans and drawings.

It way be observed that additional height of wall very much increases the cost of construction, as it cannot be laid so rapidly, requires scaffolding and additional handling.

This is item No. 3 in the foregoing schedule of accounts.

At the time the contract was taken, rubble masonry, as shown on the plans and drawings, could be done for $5 00 dollars per cubic yard. But even before the work was actually commenced it rose very much, and, at the time the work was done, it actually and really cost, with all the economy that could be used, the money mentioned in the item. Therefore, while the contractor submits to the loss, on that shown on the plans and drawings, he claims the actual cost of that done beyond the quantity so shown.

In respect to brickwork. The plans and drawings showed the brickwork to be done in the buildings, drains, &c. In the drains by the changes made by the architect, in making *two new drains*, and in *elongating* or *extending another not indicated in either plans and specifications*, the work has been increased by 144,000 bricks.

In the south workshop, and the north workshop, the brickwork has been increased by 121,580 bricks. This increase was not caused by any "addition" or "omission" in completing the original design, but arose from *new walls* not shown on plans, and by *increasing the thickness of other walls* not shown on plans, or indicated in the specifications. The bricks put in the drains actually cost $20 per thousand, and those in the walls $15 per thousand. This is item No. 5 in the foregoing schedule of account.

In respect of excavation and filling, item No. 1, in schedule of foregoing account. The changes already mentioned, not shown on plans or indicated in specifications, necessitated excavation and filling to the amount of 10,003 yards. All this would not have been required bad original plans been adhered to. This quantity is over and above the quantity shown by the plans and drawns on which the contract was based and let. The work actually cost forty-five cents per cubic yard.

In respect of excavation alone, item No. 2, the remarks made to item, No. 1, apply to item No. 2. The quantity is 320 cubic yards,

Concrete, Item No. 4.

In the foundations of the workshops, no concrete was shown by the plans or drawings, or in the specifications to be used, but simply rubble stone work. The architect changed the plans and specifications by putting under the walls concrete. In this way were used 73¼ cubic yards, actually costing $5 per cubic yard.

Cut Stone, Item No. 8.

The cut stone shown on the plans was all plain. The architect made an entire change in the stone work of the cells, and outside windows of the two wings of the centre building. This consisted in jambs, sills, and heads, in the cells, which were dressed on three sides, rabbitted, and corners moulded or rounded, and back jointed, so, in fact, as to be worked all over. Causing three times the amount of work on the stones above those shown in the plans and drawings. In fact, no such stone was shown in the plans, drawings, or specifications at all. Nine hundred and fifty-six cubic feet of this stone work has already been put into the building which has actually cost, with the utmost economy, $3 per cubic foot.

Carpenter's Work.—Item No. 13.

This work was not shown on, or indicated in the original plans, or drawings, nor did it arise, nor could it arise from carrying out the original design.

By the changes made in the south wing already referred to in respect of the basement story—Item No. 3—it became necessary in order to make a firm and substantial floor for the

second story, (which in the original design was to be the floor of the first story) to use long longitudinal or horizontal beams, running the whole length of the building—and large cross beams resting on the former, which were supported underneath by iron columns.

None of these timbers were indicated in any papers, or plans connected with the letting of the contract. From their size, dimensions and length, they were much more costly than ordinary lumber. The sum charged is the actual cost.

As to the rest of the items, No. 6, 7, 9, 10, 11, 12 and 14, all these are admittedly outside of the contract, and are to be paid for on measure and value. The price charged is the actual cost.

Foundry said to be substituted for a Warehouse.

This is a new structure altogether. No plans or drawings of it were ever exhibited at the time of the letting of the contract, nor indeed till long after the works were under way. The warehouse has been dispensed with altogether. In the original design, the warehouse was an inconsiderable building costing but a small sum. Its estimated cost as per contract was only $6,581. The value of the work done on the building must therefore be ascertained by measurement and value.

Subjoined is a statement of the value of the work done, and to be done according to plans after which the same is being constructed, and is the total cost of the completion of the same provided no alterations or changes are made in the plans after which the same is being erected

Estimate for Foundry in course of erection at Central Prison.

Excavation, 221 yards at 30 cents per yard	$ 66 30
Rubble stone work, 224¾ yards, at $6.75 per yard	1517 06
Brickwork, 311,482 bricks, at $15 per M	4672 23
Cutting 775 bricks for plinths and corners of cupola, $3.50 per 100	27 12
Carpenter and Joiner	3223 43
Slater's work	1496 00
Felt roofing, 90.00. Galvanized iron work, $386.70	476 70
Painting and glazing	580 29
Wrought iron work	515 00
Cut stone work on foundry	490 00
	$13,064 13

Subjoined hereto is a schedule of prices in accordance with which the contractor is willing to execute all works required in or about the Central Prison and appurtenant buildings and structures, applicable to "extra work,"—that is work not strictly and according to the interpretation and construction put upon the contract by the contractor, embraced within the letter, and spirit of the contract.

As to the work embraced in the contract, the contractor submits to the execution of the same, although at a personal loss to himself, as any builder will testify, of from 35 to 40 per cent. on the cost value of all the work.

But as to the *new*, and *other*, and *different* work from that comprised in the contract, on a strict construction he claims to be entitled to be paid at least the actual cost thereof.

What makes the matter all the more embarrassing is, that all labour and all kind of building material have, since the contract was taken, risen from 35 to 40 per cent., and while therefore the contractor is willing, though at a great loss, to do all the work at the contract price, strictly within the contract, it would he submits be inequitable, unjust, harsh and oppressive, to attempt to compel him to execute works, not so strictly within the contract, at prices which the Crown admits are far below actual cost.

Your obedient servant,
(Signed) JOHN ELLIOTT.

Toronto, 7th March, 1873.
To the Hon. A. McKellar,
Commissioner of Public Works, &c.

CENTRAL PRISON.

Schedule of Prices.

To be afterwards attached to the contract for completing the buildings, to regulate the cost of additional or omitted work, and for the progress estimate, should the tender be accepted :—

	Proposed Prices.	
Excavation, per cubic yard	$0 30	
Filling do.	0 15	
Concrete do.	5 00	
Rubble masonry do. for foundations	6 75	boundary wall $9.
Cut stone, per cubic foot	1 60	
Plain work as per plan.		
Extra work partly done and proposed to be done, all outside work shown to be measured	0 46	cents per ft. super.
Cut rough picked work, per cubic foot	1 65	
Flagging, per superficial foot	0 70	
Brickwork, per thousand ($15,) for top story of cells, per M	18 00	
Common lumber material, not including labour	16 75	long lumber, $35.
Clear do do.	30 00	
Galvanized Iron, per superficial foot	00 25	
Slating, per square	11 00	
Iron work, east per lb	00 06	
Do. wrought	00 12½	
Painting, per superficial yard	00 27	
Glazing do. foot	00 35	

(Signature) JOHN ELLIOTT.

Toronto, March 4th, 1873.

March 15th, 1873.

SIR,—I have the honour to report, in reference to the communication of the Inspector of Prisons, &c., as to certain matters connected with the Central Prison works.

I should have reported before, but could not attend to it, owing to the preparation of the statements as to the quantities and prices of the additional works, consequent on the contract with the Canada Car Company, and other alterations.

The explanation respecting the drains from the water closets is this : the position of the buildings was changed on the site, after the plans were drawn, and the east front will be 100 feet farther to the west than originally intended. The change was made after careful measurements and levels of the site had been taken by Mr. Holwell, who also made the plans and sections of the ground and main sewer, and the alteration of the position of the building was approved by the Commissioner and the Inspector of Prisons, &c.

When the alteration was made, the main drain had to be extended 400 feet farther to the west, and as thirty-five inches more fall would be required, the water closets at the west end of the north workshop had to be abandoned. It was considered that the water closet at west end of the south workshop would be sufficient by enlarging the same, and erecting a bucket shed on the grounds, and the plans were drawn with reference to the alterations.

When the contract was made with the Canada Car Company, changes in the buildings had to be made in accordance with certain plans, which were furnished by the Company, and it was proposed to leave out the ground floor of the south workshop, using the lower floor or basement, and making two storys into one.

It was also proposed to construct a railway track, on the south side of the workshop, on the same level as the floor of the basement. This would, of course, prevent the construction of any drain from the ground floor of the south workshop to the main drain, but this apparently has not been considered in the communication of the Inspector of Prisons, &c., and he assumes that the drain would pass between the foundry and the west end of the south

workshop, which is manifestly impossible under the circumstances, as the level of the proposed railway track will be below the present main drain, as at present constructed

When the altered plan of the site was recently made, the position of the water closets had to be again altered, but only in a temporary manner, preparatory to making the estimate of the whole cost of the alterations, which have been included in the estimates.

When the weather permits, levels will be taken to ascertain the fall from the proposed site to the main drain, and if it be found insufficient, or a more convenient position can be decided on, the proposed arrangement will have to be again altered.

If the Inspector of Prisons, &c., will state what plans or measurements are required, they can be supplied from the Department, as accurate plans to scale have been made, showing the position of buildings, sewer and drain lines, and proposed railway track, and the Inspector of Prisons, &c., can refer to them at any time for information, or if additional plans are required, they can be readily prepared.

I have the honour to remain,

Your obedient Servant,

(Signed) KIVAS TULLY.

Honourable A. McKellar,
Commissioner Public Works, Ontario.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, April 1st, 1873.

GENTLEMEN,—You are hereby authorized and instructed to proceed to the works in construction of the new Central Prison, and to make examinations, measurements and estimates, and to report thereon at your earliest convenience.

1st. To measure and estimate the number of yards of excavation done under the contract, and the number of yards additional thereto.

2nd. To measure and estimate the number of yards of *foundation walls* built under the contract, and the number of yards additional thereto.

3rd. To measure and estimate the quantity of *cut stone work* under the contract, and the quantity supplied additional thereto.

4th. To measure and estimate the quantity of *brick work* done under the contract, and the quantity done in addition thereto.

5th. To measure and estimate the wood work done under the contract, and the quantity done in addition thereto.

6th. To estimate the value of all other works done under the contract or contracts, and all such works done in addition thereto.

7th. To take into consideration the "Schedule" prices attached to Elliott's contract, as to whether in your opinion these prices should be the prices allowed for all such works or materials to the end and completion of the works; and, if not, up to what date such "Schedule" prices should be the prices allowed, and the rate of advance thereon to be allowed after such date as you may name.

You will be furnished by the Department with a copy of the Plans and Specifications, and of such other necessary documents and information as are in possession of the Department.

Yours very truly,

(Signed) WM. EDWARDS,
Secretary,
Pro Commissioner.

Messrs. John McBean and James Price,
Toronto.

April 4th, 1873.

SIR,—I have the honour to report, in reference to the communication of the Inspector of Asylums, Prisons, &c., respecting the proposed reduction of the buildings and fittings required by the contract with the Canada Car Company at the Central Prison, Toronto, that

definite arrangements cannot be made for carrying out the recommendations contained in the communication until an opportunity is afforded of having a conference with the contractor, Mr. Elliott, who, I am informed, went last week to Quebec on business, and has not yet returned.

The proposed reduction has been rendered necessary solely on account of the demand of the contractor for increased prices beyond those mentioned in the Schedule attached to the contract, and not on accouut of any under-estimate, as stated in the communication of the Inspector of Asylums, Prisons, &c.

The representative of the Canada Car Company furnished drawings and detailed estimates of the buildings and fittings required, and a comparison of those drawings and estimates with those prepared by the Department will show that those requirements have been fully provided for and explained.

The measurements of the proposed additional buildings have been carefully compared with those made by the contractor, and there is no dispute on any point, except as to additional prices, which, being a legal question, has been referred to the Hon. Attorney-General for his opinion.

Until this important question is decided, it would be injudicious and inadvisable to make any further arrangements with the representative of the Canada Car Company, or to give any orders to the contractor for proceeding with the additional buildings, fittings, &c.

According to the recommendation in the communication of the Inspector, it appears that the representative of the Canada Car Company requires two frame buildings beyond what was originally stated, and proposes to make a reduction in other buildings, in accordance with detailed statements, with the understanding that the sum of $23,958.00 should be paid to the Company for the proper completion of the work, according to detailed specifications to be approved, "the Company undertaking to perform all the work, and furnish the articles named in the statement, without further liabilities incurred."

In the communication of the Inspector, it is further stated that the sum of $24,500 would be left to complete the prison in all respects, and it should be ample to cover all increased cost. Until the legal question has been settled, and a proper understanding arrived at with the contractor as to the cost of the remaining additional work, it would be impossible to state whether the above amount $24,500, would be sufficient to complete the prison. I have therefore to recommend, that the contract should be submitted to the Hon. Attorney-General for his opinion, as to the liability of the contractor to construct the additional buildings at the schedule prices attached to the contract, and also respecting his claim for advanced prices on additional work already done, amounting to the sum of $4,538 52 beyond the schedule, as explained in my report dated March 14th, which amount would have to be provided for, in case the decision should be in favour of the contractor.

I have the honour to remain,

Your obedient servant,

Signed) KIVAS TULLY,

A. & E.

Hon. A. McKellar,

Commissioner Public Works, Ontario.

April 8th, 1873.

SIR, — I am directed by the Commissioner of Public Works, to request that you will supply sixty stones for the locks to the lower tiers of cells at the Central Prison, according to the pattern, for the amount agreed on, viz: Eight dollars and fifty cents each including the setting, according to contract. The materials to be of Berea stone.

You will also supply the necessary cut stone under the columns in the south workshops, according to the dimensions and directions given.

The above work to be done without delay.

I remain,

Your obedient servant,

(Signed) KIVAS TULLY,

A. & E.

Mr. John Elliott,

Contractor, Central Prison.

April 17, 1873.

Sir,— The size of the glass in the ventilating sashes of the foundry, are to be 14 x 10, and the sashes are to be hung on pivot, about 3 in. above the centre, so as to open and close with sash line and pullies.

If every second sash on each side is hung it will be sufficient.

(Signed) Kivas Tully.

Mr. John Elliott,
Contractor, Central Prison.

April 17th, 1873.

Sir, As the works at the Central Prison have been resumed, I have to call your attention to the second clause of the preliminary observations of the specification, in which it is stated that "the care of the works included under the contract shall be entirely with the contractor, who shall be solely liable and responsible for any loss or damage by fire or otherwise, that may occur during their progress, until the same have been delivered up to, and accepted by the Commissioner, as complete in every respect."

Both workshops having been roofed in and enclosed, the risk of fire is increased, particularly as the north workshop is used by the carpenters. It is therefore advisable that precautions should be taken to prevent any accident by fire, and that a night watchman should be paid by you, who I understand is in the charge of the works.

I remain,
Your obedient servant,
(Signed) Kivas Tully,
A. & E.

Mr. John Elliott,
Contractor, Central Prison, Toronto.

Department of Public Works, Ontario,
Toronto, October 3rd, 1872.

Gentlemen,—I am instructed by the Honourable the Commissioner to say that, in answer to enquiries made of the Honourable the Provincial Treasurer, he is informed of the payment by the Toronto Car Company, to the credit of the Ontario Government, of the sum of $4,600 on purchase of block of land on Strachan Avenue, in this city, in fee simple; and that patent for said block of land will be issued with the least possible delay.

I have the honour to be, Gentleman,
Your obedient servant,
(Signed) Wm. Edwards,
Secretary.

Lewis Moffatt, Esq.,
Hugh Baines, Esq.,
Trustees for the Toronto Car Company.

Toronto, October, 29th, 1872.

Sir,—In view of the large expenditure at the Central Prison, for boilers, engines, gearing, belting, pulleys, foundations for machinery, &c., &c., which have to be ordered and fixed to the satisfaction of the managers of the Car Company, I would respectfully recommend that, in order to avoid mistakes, and place responsibility on the Company, Mr. Baines, the manager, be asked to name a man capable of taking charge of and superintending the works named. The Government to pay such person for his services, and to receive his orders from the Public Works Department in carrying out the details of the work required by the Car Company.

I have the honour to be, Sir,
Your obedient servant.
(Signed) J. W. Langmuir,
Inspector.

The Honourable Arch. McKellar,
Commissioner of Public Works.

TORONTO, 6th November, 1872.

DEAR SIR,—I find it impossible (although I have used every effort since I got the contract) to procure Canadian slates to cover the roof of Central Prison buildings this fall. Owing to some disagreement, the two Canadian Companies have not worked their slate quarries.

I can get American slates, but to procure the same it will incur an additional cost of ($2.90) two dollars and ninety cents per square more than the Canadian slate, which I think the Government ought to allow me. One of the buildings has been standing now for some time for the want of slates, and the walls, as you are no doubt aware, are being injured by the wet getting into them.

Yours truly,
(Signed) JOHN ELLIOTT.

Kivas Tully, Esq.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, November 6th, 1872.

SIR,—I have the honour to enclose a communication from the contractor for the Central Prison, Mr. John Elliott, with reference to the impossibility of procuring Canadian slates in sufficient quantity for roofing the workshops and foundry this season, and purposing to supply American slate, at the additional cost of $2.90 (two dollars and ninety cents) per square.

The contractor, by his agreement, is bound to supply Canadian slate, but as this slate cannot be procured, and as it is of the utmost importance to complete the roofing of the workshops and foundry this season, to protect the walls from frost, I have the honour to recommend that the additional price of $2 (two dollars) per square be allowed to the contractor, which amount I consider to be sufficient under the circumstances.

I have the honour to remain,
Your obedient servant,
(Signed) KIVAS TULLY,
Architect.

Honourable A. McKellar,
Commissioner of Public Works, Ontario.

DEPARTMENT OF PUBLIC WORKS, ONTARIO.
TORONTO, November 6th, 1872.

SIR,—I have to acknowledge the receipt of your communication of this days' date, which has been laid before the Commissioner, and I am directed by him to state that he has granted permission to you to use American slate for roofing the workshops and foundry, in place of Canadian slate as specified. And that the additional price of $2 (two dollars) per square of 100 superficial feet will be allowed to enable you to complete the roofing of the workshops and foundry this season, the difference 90 cents per square to be borne by you, as you are bound by your agreement to supply Canadian slate without additional cost.

I remain,
Your obedient servant,
(Signed) KIVAS TULLY,
Architect.

Mr. John Elliott, Contractor,
Central Prison, Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, 2nd December, 1872.

GENTLEMEN,—I have the honour to inform you, that your tender of the 27th of November, for the construction of engines, boilers, shaftings., &c., for the workshops of the Cen-

tral Prison, has been accepted at the rates specified therein, viz. : steam boilers, for the sum of five thousand one hundred dollars ; steam engines and two steam pumps, for the sum of four thousand eight hundred and ninety dollars.

Shaftings and forgings, per lb ..... 10½ cents.
Pulleys and Hangers, " ..... 9 "
Castings, " ..... 5 "

The necessary instructions will at once be given for having the contract drawn out.

(Signed) ARCH. McKELLAR.

Messrs. Dickey, Neill & Co.,
Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, 6th December, 1872.

GENTLEMEN,—I am directed by the Honourable the Commissioner to inform you, that you are required to have two sureties in $10,000 00 each for the due performance of your contract for the engines, boilers, &c., for the Central Prison, and the guarantee in connection therewith ; will you, therefore, send to me at once the names of the two sureties which you propose to give, their addresses and business.

Your obedient servant,
F. T. JONES,
Accountant.

Messrs. Dickey, Neill & Co.,
Toronto, Ontario.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, December 16th, 1872.

SIR,—I have the honour to transmit herewith copy of specifications prepared by Mr. Banks, for the shafting and fixtures of the Central Prison, and would recommend that Messrs. Dickey, Neill & Co. be advised respecting the same.

I would recommend that four cupolas of the same make and pattern as are now used at the Gartshore Foundry (made by Currie Brothers, of this city) be ordered.

I have the honour to be, Sir,
Your obedient servant,
(Signed) J. W. LANGMUIR,
Inspector.

The Hon. A. McKellar,
Commissioner of Public Works, &c.

COPIES OF CORRESPONDENCE, &C., WITH CONTRACTORS, AND OTHERS, FROM JANUARY TO JUNE, INCLUSIVE, IN THE YEAR 1873.

OFFICE OF THE INSPECTOR OF ASYLUMS, PRISONS, &C., ONTARIO.
TORONTO, January, 14th 1873.

SIR,—As requested yesterday, I have now the honour to transmit for the information of the Honourable, the Attorney-General, a statement received from the Architect and Engineer of the Public Works Department, purporting to show the additional expenditures incurred, and the additional appropriations required from the Legislature for buildings, fixtures, Machinery, &c., in the Central Prison, occassioned by the proposed contract between the Government and the Canada Car Company.

It must, however, be borne in mind, that in carrying out any class of industries for working in iron, brass, metals and wood, upon a large scale, the additional buildings, machinery and fixtures designated, would have been required.

The additional expenditures thus indicated is more properly chargeable to the incomplete specifications and insufficient estimates originally prepared for the Central Prison Workshops, than to the proposed contract with the Canada Car Company.

There are, however, several items charged by Mr. Tully, that obviously are not in any way chargeable to the contract.

1st. The extension of the boundary wall four hundred feet to the east. Before the contract was entertained I had recommended the extension three hundred feet beyond the limits defined in the original specifications.

2nd, The additional cell space, $14,019.00, inasmuch as the contract only calls for the labour of prisoners that could have been accommodated in the cells, provided under the original specifications. I do not see that the additional cell space recommended has anything to do with the contract.

3rd. In the item of $18,530.00, foundations for machinery, setting boilers, coal and iron sheds, water closets, would all have been required, although perhaps not on such a large scale.

Taking, therefore Mr. Tully's estimate as a basis for extra expenditure, say $86,401.33,

From this should be deducted the difference between 300 and 400 feet of wall, say	$18,903 00	
All of the extra expenditure for additional cells	14,019 00	
And say one-half of the expenditure for foundations, fixtures, &c., at $18,530	9,265 00	$42,187 00
Showing a balance of		$44,214 33

which may fairly be charged as additional expenditure.

I have the honour, &c., &c.,

(Signed,) J. W. Langmuir,
Inspector.

To J. G. Scott, Esq.,
Clerk. Executive Council, &c., &c., Toronto.

Central Prison, Toronto.

Alterations of buildings consequent on contract with Canada Car Company		
Foundry and Workshops	$ 8,123 33	
Foundations for engines, cupolas, and machinery, setting boilers, drying kilns, coal sheds, iron shed, core ovens, water-closets outside, instead of those in workshops. Coal and wood sheds, laundry &c., &c., provided in workshops	18,530 00	
Extension of boundary wall	25,206 00	
Railway switches, turn tables, &c	10,858 00	
Additional cells, 84 in number	14,019 00	$76,736 33
Estimate for machinery required by Canada Car Company	34,665 00	
Deduct from machinery estimated last year by Inspector of Asylums, &c.	25,000 00	9,665 00
Total		86,401 33

Department of Public Works,
Toronto, January 14th, 1873.

(Signed), Kivas Tully,
Architect.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, 3rd May, 1873.

SIR,—I am directed by the Hon. the Commissioner to inform you, that the agreement respecting the stones, locks and keys for the cell doors of the Central Prison, is now ready, and to ask you to attend at this Department at your earliest convenience, for the purpose of executing the same.

Your obedient servant,
(Signed) WM. EDWARDS,
Secretary.

Mr. Hugh Hennessy, Machinist,
Hamilton.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the Twenty-third day of May, A. D. 1873.

The Committee of Council having had under consideration the accompanying report of the Honourable the Commissioner of Public Works, dated the 16th May, 1873, with reference to the advisability of allowing the Canada Car Company to carry out certain works in connection with the Central Prison.

The Committee advise that the said report be acted upon.

Certified.

(Signed) J. G. SCOTT,
Clerk, Executive Council, Ontario.

15th January, 1874.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, 16th May, 1873.

The undersigned has the honour to submit to His Excellency the Lieutenant-Governor in Council the accompanying Report from the Inspector of Prisons, together with plans and estimates, for consideration and decision as to the advisability of allowing the Canada Car Company to carry out certain works in connection with the Central Prison, for the reasons detailed in the Inspector's Report.

The appropriation made by the Legislature for the additional Prison buildings has been found to be insufficient, consequent on the same having been under-estimated; and the attached papers contain propositions made with a view of overcoming the difficulties encountered in carrying out the original plans.

I recommend that this scheme be adopted by the Council.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) ARCH. McKELLAR,
Commissioner of Agriculture and Public Works.

To His Excellency the Lieutenant-Governor
in Council.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, May 13th, 1873.

SIR,—I beg to enclose herewith for your information copy of Report to Honourable Mr. McKellar by J. W. Langmuir, Esq., Inspector of Asylums, Prisons, &c., respecting certain alterations required in cells at Central Prison, Toronto, and to say that the same has been approved by the Honourable the Commissioner.

I have the honour to be,
Yours obediently,
(Signed) JAMES P. EDWARDS,
Acting Secretary.

Kivas Tully, Esq., Architect, &c.,
P. Works Dept., Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO
TORONTO, May 13th, 1873.

SIR,—I beg to enclose herewith copy of Report of J. W. Langmuir, Esq., Inspector of Asylums, Prisons, &c., to Honourable Mr. McKellar, respecting increasing capacity of Central Prison, and to say that the Commissioner has approved of the same.

I am, Sir,
Your obedient servant,
(Signed) JAS. P. EDWARDS,
Acting Secretary.

K. Tully, Esq., Architect and Engineer,
P. Works Dept., Ontario.

TORONTO, May 22nd, 1873.

SIR,—I have been instructed by the Honourable the Commissioner of Public Works to inform you that 33 lock stones out of the 76 received at Central Prison have been rejected, and, as the time has expired in which the work should have been done, the balance of the number required will be ordered from the contractor of the Central Prison, as the work cannot be delayed, and that you will be held liable for any additional expense incurred on account of the failure of your contract.

I am, Sir.
Your obedient servant,
(Signed) JAS. P. EDWARDS,
Acting Secretary.

Hugh Hennessy,
Machinest, Hamilton.

TORONTO, 22nd May, 1873.

GENTLEMEN,—With reference to the Central Prison, now in course of construction, you are kindly requested to measure and report as to the quantity and various kinds of material required to complete the building if constructed according to the plans and specifications; also, the value of such material, according to schedule prices; also, to report upon the additional quantity of material required, if any alteration has been made in the building, and the value of such work and material, so as to show the actual cost of the building as now being erected.

I have the honour to be,
Gentlemen,
Your obedient servant,
(Signed.) ARCH. McKELLAR,
Commissioner of Agriculture and Public Works.

Messrs. John McBean and Jas. Price,
Toronto.

TORONTO, June 4th, 1873.

SIR,—I have the honour to report, in reference to certain matters connected with the contract for the Central Prison, Toronto, according to the verbal instructions of the Hon. Attorney-General yesterday. Having already reported on the additional work done to date, it is unnecessary to recapitulate the opinion before expressed, further than to state that the Schedule price for the cut stone jambs to the cells should be increased, as the work done is of a more expensive character than intended, the schedule price only providing for plain work, whereas the work done has been moulded and sunk.

With respect to the construction of the foundry in place of the warehouse, I have to state that separate tenders were required from contractors for the centre building and wings, heating water supply and drains, boundary wall, warehouse, and each workshop, to meet any changes that may be required when the various trades were defined. The contractor was

verbally notified, shortly after work was commenced, that the warehouse would not be required, and he was afterwards directed to construct a larger building, for a different purpose—viz., a foundry. Under these circumstances the latter building should be considered as beyond the contract, and paid for at current rates, the amount stated in the tender as the cost of the warehouse to be deducted from the cost of the foundry. The proposed alterations in the south workshop required longer and larger timbers than contemplated or described in the specification; consequently the schedule price would not apply in this instance, but provision is made in the latter part of the 9th clause of the "General Observation" for such exceptional cases, as to the construction of the additional tier of cells in both wings, the work must also be considered as exceptional, not having been contemplated for some months after the contract was signed. In the latter part of clause No. 3 of the "General observations" of the specification, it will be observed that the monthly estimates, which are based on the schedule prices, are to be taken and considered as approximate, and that the final estimate is to be made in accordance with the provision of clause No. 9 of the "General observations." I would further state that written orders have not been given for any additional work, except with your authority, and which has been previously reported to you; and as I have not received authority for recent changes for which the prices are disputed by the contractor, the orders have been deferred, as the appropriation would be exceeded.

I have the honour to remain,
Your obedient servant,
(Signed,) KIVAS TULLY,
Architect.

Hon. A. McKellar,
Commissioner of Public Works Ontario.

June 9th, 1873.

SIR,—I am directed by the Honourable the Commissioner of Public Works to request you to make the following alterations, in the construction of the Central Prison.

1st. Make the necessary provision in the cut stone jambs to cells (ordered last year) to allow the horizontal bars for locking the cells to pass through the same, and supply two stones for the same at each end of the cells, to be built into the brickwork.

2nd. Insert wrought iron bars, 2 feet long, 2 inches wide, and $\frac{1}{2}$ an inch thickness, under each cast iron bearer supporting platform round the cells, the cast iron bearers at each angle to be constructed according to detailed drawing, with oak trimmers to support the stairs to platform.

3rd. The window sills in each wing to be 6 feet from floor line, instead of 3 feet as shown on the drawing.

I remain,
Your obedient servant,
(Signed) KIVAS TULLY.
A. E.

Mr. John Elliott,
Contractor, Central Prison, Toronto.

June 11th, 1873.

SIR,—I am directed by the Honourable the Commissioner for Public Works, to request that you will proceed at once with the filling of the hollow at the west end of the south workshop as will be directed by the Clerk of the Works, according to measurements made by him, the material to be hauled from a portion of the land now used as a brickyard.

I have also to request that you will supply the remainder of the lock stones for the cells at the rate as previously agreed on for sixty, as before ordered, viz., $8 50 each, including the recess to be cut for the lock.

I remain,
Your obedient servant,
KIVAS TULLY.
A. E.

Mr. John Elliott,
Contractor, Central Prison, Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, June 21, 1873,

DEAR SIR, —I have the honour to enclose herewith for your information, the Inspector of Asylums, Prisons, &c., report to Mr. McKellar, respecting the preparation of plans and specifications for certain works in connection with the Central Prison, as embodied in said report, and duly approved, and recommended by the Honourable the Commissioner.

I am, Sir,
Your obedient servant,
JAMES P. EDWARDS.
Acting-Secretary.

Kivas Tully, Esq.,
Architect and Engineer, Public Works Department,
Ontario.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, June 21st, 1873.

DEAR SIR,—I have the honour to enclose herewith for your information, copies of three reports to the Honourable Mr. McKellar, by J. W. Langmuir, Esq., Inspector of Asylums, &c., the said reports have been approved by the Honourable the Commissioner, and relate to the following works, viz. : 1st. The pushing forward of workshops, &c., in connection with the Central Prison, Toronto.

2nd. *Re*-defects in the construction of water closets in the east and west wings of Toronto Asylum, and in the water supply for the Institution.

3rd. With draft sketch attached, showing proposed laundry extension, and bakery to be built, &c., &c., at same Institution

I am, Sir,
Your obedient servant,
(Signed) JAMES P. EDWARDS,
Acting-Secretary.

Kivas Tully, Esq.,
Public Works Department, Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, June 21st, 1873.

DEAR SIR,—I have the honour to enclose herewith for your information a report of J. W. Langmuir, Esq., Inspector of Asylums, &c., dated 2nd instant, and duly approved by the Honourable the Commissioner, recommending that plans and specifications be proceeded with at once for the erection of four, instead of three lines of cells, at Central Prison, Toronto.

I am, Sir,
Your obedient servant,
(Signed) JAMES P. EDWARDS,
Acting-Secretary.

Kivas Tully, Esq.,
Architect and Engineer, Public Works Department,
Toronto, Ont.

JUNE 29, 1873.

SIR, — I am directed by the Honourable the Commissioner of Public Works, to state, that if you will forward the lock stones which were approved by Mr. Taylor, Clerk of Works in his late inspection, they will be received as part of your contract.

I have further to state that if the stones to be forwarded prove satisfactory, you will receive authority to complete the contract.

I remain,
Your obedient servant,
(Signed) KIVAS TULLY,
Architect and Engineer.

Mr. H. Hennessey, Hamilton.

June 29, 1873.

Sir,—In reference to the report of the Inspector of Prisons, &c., respecting liability for delay in the completion of the workshops at the Central Prison, Toronto, I have the honour to report that as the representative of the Canada Car Company has had possession of the north workshop and foundry for some time past, for the purpose of making alterations in the same, according to recent agreements, the Government cannot be held liable for any delay. The south workshop is now ready for the reception of the furnaces to be placed in the same by the Canada Car Company, and the machinery of both workships will soon be completed. I have also to state that Mr. Baines, the Manager of the Canada Car Company, has offered to take the workship and foundry off the Contractor's hands to-morrow, subject to the completion of the slating, gal. iron work, and painting.

The Contractor assures me that the central portion of the main building will be roofed in next month, and that the building will be fully completed on November next, according to the understanding as to the extension of the time for completing the contract, provided no further alterations are required in the plans.

I have the honour to recommend that the workships and foundry be accepted from the Contractor, and handed over to the Manager of the Canada Car Company, subject to completing slating, &c., as above explained.

I have the honour to remain,
Your obedient servant,
(Signed) Kivas Tully,
A. & E.

Hon. A. McKellar,
Commissioner Public Works, Ont.

Copies of Correspondence, &c., with Contractors and others, from July to December inclusive, in the year 1873.

July 17th, 1873.

Sir,—I am directed by the Honourable the Commissioner of Public Works to instruct you to build the boundary wall at the Central Prison, according to the prices agreed on lately, and the enclosed plan and specification, in place of the stone boundary wall as per contract.

The levels and directions for the construction of the wall will be given during the progress of the work.

I remain,
Your obedient servant,
Kivas Tully, *A. & E.*

Mr. John Elliott,
Contractor Central Prison, Toronto

July 17th, 1873.

Sir,—I have the honour to report, in reference to the extension of the pipe from the engine-house into the lake, for the increased water supply to the Central Prison, that during last autumn tenders were received from the following parties, to construct the necessary works, according to plans and specifications, but as the season was too far advanced to commence operations, it was postponed until the warm weather, when the men could work in the water :—

John Elliott	$13,175
Joseph Gearing	11,282
Richard Dennis	11,250

As there would be some difficulty and risk in the construction of the coffer dam required for laying the pipes in deep water, and a probable improvement might be made in laying the pipes with flexible joints, a recent suggestion by Messrs. Dickey, Neill & Co.,

who have the contract for laying the pipes for the new Water Works, to supply the City of Toronto, I requested them to make a pattern of the proposed joints, the cost of which would be less than that of the proposed coffer dam, estimated by Mr. Dennis at $2,000. I have to recommend that Messrs. Dickey, Neill & Co. be directed to furnish the pipes and joints at the contract rate, viz., 5c. per lb., the labour of fitting same by days work as before, the wrought-iron bolts to be 10c. per lb.

I have also to recommend that the tender of Mr. Richard Dennis be accepted for the construction of the crib wall and inside coffer dam for $2,250, and that the Secretary notify him of same, so that the work may be commenced.

I have the honour to remain,
Your obedient servant,
(Signed) KIVAS TULLY, *A. & E.*

Honourable A. McKellar,
Commissioner of Public Works,
Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, July 29th, 1873.

SIR,—I am instructed by the Honourable the Commissioner of Agriculture and Public Works, to acknowledge the receipt of your tender of the 30th ultimo, and in reply to say that the same has been accepted for the construction of the crib wall, and inside coffer dam, at the Toronto Asylum Water Works, for the sum of $2,250 (two thousand two hundred and fifty dollars.)

You will have the goodness to attend at this office with your sureties, to execute the contract and bond.

I am, Sir,
Your obedient servant,
(Signed) JAMES P. EDWARDS,
Acting-Secretary.

R. Dennis & Co., Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, July 29th, 1873.

SIRS,—I am instructed by the Honourable the Commissioner of Agriculture and Public Works to inform you that your proposal to furnish pipes and joints for the Toronto Asylum Water Works, at the contract rate, viz., 5 cents per lb., the wrought iron bolts to be 10 cents per lb., is accepted.

Full instructions respecting work will be given you by Mr. Tully, Engineer of this Department.

I am, Sirs,
Your obedient servant,
(Signed) JAMES P. EDWARDS,
Acting-Secretary.

Messrs. Dickey, Neill & Co.,
Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, 30th July, 1873.

GENTLEMEN,—I accept the offer which you make for the construction of two larger boilers for the Central Prison; Mr. Elliott, the contractor, has been notified that we require the boilers of the size you propose.

You will, therefore, close the contract for everything complete, the iron to be of the same quality as those now placed in the Central Prison.

Yours truly,
(Signed) ARCH. McKELLAR,
Commissioner of Public Works, &c., &c.

Messrs. Dickey, Neill & Co.,
Toronto.

AUGUST 6th, 1872.

SIR,—The foundations of the north wing of the Central Prison, being now ready to receive the cut stone and brickwork, and other portions of the foundations being in a forward state, your immediate attention is requested to the necessity of procuring materials and workmen for prosecuting the work of superstructure with more vigour than has been shown during the past week or two.

I have ascertained that 250,000 of white bricks, and 150,000 of red bricks can be procured at Yorkville at $8 and $7 respectively, and bricklayers can also be procured, under these circumstances, if the necessary arrangements are not made at once, I shall have to report the delay to the Commissioner, in accordance with the 4th clause of the agreement.

I remain,
Your obedient servant,
(Signed) KIVAS TULLY, *A. & E.*

Mr. John Elliott, Contractor,
Central Prison, Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, 11th August, 1873.

SIR,—I am directed by the Honourable Mr. McKellar to acknowledge receipt of your letter of to-day regarding money due to the Canada Car Company, and to state in reply thereto, that the Clerk of Works has furnished a return of the material on the ground in addition to the $6,000 which Mr. McKellar passed to be submitted to the Council the other day. I am also directed to state that Mr. McKellar has given instructions for a further sum of over $10,000 to be laid before the Council, which will make a total of about $17,000, but as Mr. Mowat and other members of the Government are out of town, an order for payment cannot be made until they return, which it is expected will be sometime this week.

I have the honour to be, Sir,
Your most obedient servant,
M. WILSON,
Private Secretary.

James Pepler, Esq.,
Secretary and Treasurer Canada Car Company,
Toronto.

TORONTO, 19th August, 1873.

DEAR SIR,—I herewith enclose my award in reference to matters connected with the foundry, and other buildings connected with the Central Prison, now in course of erection at Toronto, which was referred to me for examination, and my decision thereon; also all papers furnished by you I have now the honour to return.

I remain yours truly,
(Signed) JOSEPH SHEARD.

Honourable A. McKellar,
Commissioner of Public Works, Toronto.

To all to whom these presents shall come, I, Joseph Sheard, of the City of Toronto, Architect, send greeting.

Whereas by a memorandum of agreement, bearing date the third day of July, one thousand eight hundred and seventy-three, and made between John Elliott, Builder, of the one part, and the Commissioner of Public Works for the Province of Ontario, of the other part, in respect of the Central Prison building in course of erection at the City of Toronto, it was agreed by and between the said Elliott and the said Commissioner of Public Works:

First. That the foundry was to be treated as outside the contract and schedule of prices, except to the extent of the bricks and slating which would have been needed for the warehouse, are to be paid for at the schedule prices, subject to a question as to the slating, which I was to decide.

The sum of six thousand five hundred and eighty-one dollars being the cost of the intended warehouse, which has been dispensed with, was to be deducted from the sum of one hundred and twenty-nine thousand three hundred and twenty-one dollars.

Second. That the building of a fourth tier of cells being more expensive than the lower tiers which were mentioned in the specifications, a reasonable per centage was to be added to the schedule prices in respect to the fourth tier of cells.

Third. That the changes in the south workshops having required the use of timbers of a greater length and strength and greater cost than the common timber in schedule of prices, a reasonable allowance was to be made in respect of the difference.

Fourth. The extra expense incurred in the cut stone jambs of the sills, and the indoors and windows of the building, and the rounding of the cut stone used in the buildings not having been contemplated in the price of $1.60 named in Schedule, a reasonable addition was to be made to cover such extra expenses.

Fifth. And that the additional allowances to be made under the foregoing paragraphs were to be determined by me either forthwith after the making of the said agreement, or during the progress of the said works, or after the completion thereof, to whom all and singular the premises were in and by the said agreement submitted: And whereas I have taken upon myself the burthen of the said reference, and having examined into all and singular the several matters aforesaid to me referred, do make this my award of and concerning the premises in manner following, that is to say:—

1st. I decide and award that the said Elliott is entitled to be paid by the said Commissioner of Public Works, on behalf of the Crown, the sum of $14,665.24 as the fair price and the value of the foundry mentioned in the first paragraph of the said submission, after making all proper deductions, the sum of $6,581.00 therein mentioned being to be deducted from the sum of $129,321.00, the contract sum of the building, as mentioned in the original contract.

2nd. I decide and award that there shall be added to the cost of the fourth story and fourth tier of cells, over and above the rates allowed for the other work in the said Prison, *twenty per cent.*

3rd. I decide and award that the said Elliott shall be paid by the said Commissioner at the rate of $40.00 per 1000 feet, inch measure, for all timber in the south workshop not falling within the specifications and contract.

4th. I decide and award that all cut stone to the doors and windows of the cells and Prison buildings, being cut stone not contemplated in the price of $1.60 named in Schedules, is worth $3.00 per cubic foot all round, or $1.40 additional to the price named in the Schedule to the contract, and that the said Elliot is entitled to be paid by the said Commissioner at the rate of $3.00 per cubic foot for all the extra cut stone furnished by him for the said window and door jambs in said Prison buildings, the same not being contemplated in the prices of $1.60 named in the Schedule as aforesaid.

5th. I decide and award that the said Elliott is entitled to ten dollars per square for the American slate furnished by him for the said Central Prison buildings, and that shall be paid by the said Commissioner for the same accordingly.

In witness whereof I have hereunto set my hand the day of August, 1873.

Witness:

I further award my fees for the above at seventy dollars.

(Signed) J. S.

September 1st, 1873.

Sir,—I have to call your attention to the necessity of completing the whole of the works at the Central Prison as soon as possible, so that the buildings may be ready for occupation not later that the 1st day of December next.

At the present rate of progress it is not probable that the work can be completed at that time, I have therefore to urge the importance of employing additional workmen and procuring the requisite materials for the completion of the main building and wings, in order to ensure the finishing of these portions of the buildings at the above-mentioned date.

I remain,

Your obedient servant,

Kivas Tully,
A. & E.

Mr. John Elliott, Contractor,
Central Prison, Toronto.

September 1st, 1873.

Sir,—I have the honour to report, in reference to the progress of the works at the Central Prison, that the roof of the central portion of the main building will not be completed for at least a fortnight, and as the plastering cannot be done in less time than two months, it is not possible that the Prison can be ready for occupation on the 1st day of January next, though the contractor assures me that the work will be completed before that time.

The building of the cells in each wing also is necessarily slow in consequence of the quantity of cut stone required, and it is doubtful if this portion of the work will be completed before 1st of January next.

I have addressed a communication to the contractor, calling his attention to the necessity of having the building completed and ready for occupation before the 1st day of December next, and notifying him to employ additional workmen, and to procure the requisite materials, so as to have the buildings finished at the above mentioned date.

I understand that the contract with the Canada Car and Manufacturing Company has not yet been signed on behalf of the Government or the Company, and as it appears that the Government would be bound to supply 215 prisoners on the 1st day of January next, under certain penalties, I would suggest the propriety of extending the time for at least three months, particularly as the change in the plans of the buildings, and the additional works required by the Canada Car Company since the original plans were prepared, would justify a further extension of the time for their completion.

I have the honour to remain,

Your obedient servant,

Kivas Tully,
A. & E.

Hon. A. McKellar,
Com. Public Works, Toronto.

Department of Public Works, Ontario,
Toronto, 5th September, 1873.

Sir,—Mr. Tully has this day reported to me, that the present rate at which the Central Prison is being proceeded with, that it is utterly impossible to have it completed by the 1st January next, nor for a considerable time thereafter. You are hereby notified that it is absolutely necessary that the building be thoroughly completed not later than the 15th December next.

You are hereby further notified that unless you have a sufficient number of both bricklayers, stone-cutters and carpenters at work on the building, on Monday next, the 8th instant, to guarantee the full completion of the said building by the said time (15th December next), the contract will be at once cancelled, and the Government will take immediate possession of

the buildings as they now stand, and take such steps as will ensure the works being completed by the required time. You are to distinctly understand that under no consideration whatever will any extension of time be allowed.

The Government are now placed in that precarious position regarding the works in question, that necessity will compel the most stringent measures being taken to ensure completion of the same.

Moreover, too much time has been allowed to elapse without a proportionate rate of progress, and this Department is, in consequence, now forced to take such determined proceedings in the matter.

Therefore, on Monday next, 8th instant, the Government will inspect the said Prison buildings, when the intentions of the said Government will be made known to you, either as to taking immediate possession of their works in their present condition or otherwise.

I have the honour to be, Sir,

Your most obedient servant,

(Signed) ARCH. McKELLAR,

Commissioner of Public Works, &c.

Mr. Elliott.
Contractor, Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, September 9th, 1873.

GENTLEMEN,—I am instructed by the Commissioner to notify you of the acceptance of your tender for section No. 1 of the "Fence at Central Prison," for the sum of one thousand four hundred dollars ($1,400), and to request you to attend at this Department, with your sureties, for the execution of the contract.

I am also instructed to say that, if the Government decide to proceed with the construction of sections 2 and 3 of said fence, as tendered for by you, for the sum of two thousand six hundred dollars ($2,600), you will be duly notified thereof.

I am Gentlemen,

Your obedient servant,

(Signed) WM. EDWARDS,

Secretary.

Messrs. R. Dennis & Co.
Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, September 9th, 1873.

SIR,—I am instructed by the Honourable the Commissioner, to notify you of the acceptance of your tender of this date, "for 1,800 feet or thereabouts of coping for outer wall, 22 inches wide, tapering from 4 inches to 3 inches in thickness, and throated, *one dollar and twenty cents per lineal foot, laid on the wall;* and for 150 caps of abutments, or as many as needed, 22 inches wide, 3 inches thick (with shoulders for insertion in wall of 4 inches by 6 inches) and 22 inches long or thereabouts, at *two dollars and twenty-five cents each;*" in connection with works at Central Prison.

You will please attend at this Department with your sureties, for the execution of the contract.

Your obedient servant,

(Signed) WM. EDWARDS,

Secretary.

John Lamb, Esq., Manufacturer,
44 Simcoe Street, Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, 10th September, 1873.

DEAR SIR,—With reference to your report, dated the 1st instant, informing me of the slow progress of the works at the Central Prison, and that in all probability they will not be completed by the 1st January next; and suggesting that as our contract with the Canada

Car Company, which binds the Government to supply the said Company with 215 prisoners on that date, has not been signed, that the time be extended to three months.

I do not see the propriety of adopting this report. A contract entered into with the Canada Car Company to supply the said prisoners at the time named, has been signed, and even if it had not been signed, the Government would be guilty of a gross breach of faith were they to take the advantage you suggest, by not signing a contract which should have been signed some weeks ago. Nor do I see why any extention of time should be given to Mr. Elliott, the contractor for the Central Prison, because the Canada Car Company have increased the amount of work and improvements originally required by them, as by contract with the Government, inasmuch as Mr. Elliott had nothing whatever to do with these works, so far as this Government were concerned; if he entered into any engagement with the Canada Car Company, he did so without either the consent or authority of this Department. I, therefore, see no reason why an extention of time should be given I notified Mr. Elliott on Friday last, that, unless he had a sufficient number of men employed on all parts of the building on the following Monday, which was last Monday, 8th instant, and to be continually employed, to ensure completion of the works not later than the 15th December next, that the said works would be taken possession of by the Government.

I, therefore, request that you will at once proceed to the Central Prison, and report to me whether or not Mr. Elliott has complied with my instructions, and if he now has a sufficient number of men on the wings, main building, and all other parts of the works, and likely to be continued on the works, to ensure its being handed over to the Government in a complete state, on or before the 15th December next.

I have the honour to be, Sir,

Your obedient servant,

(Signed) Arch McKellar,

Commissioner of Public Works, &c.

Kivas Tully, Esq., Architect,
Parliamentary Buildings, Toronto.

Department of Public Works, Ontario.
Toronto, 11th Sept., 1873.

Gentlemen,—I am directed by the Honourable Mr. McKellar to state that he is informed that the main and counter shafting at the Central Prison have not yet been completed, and to request you to be good enough to have the same completed with as little delay as possible, as the Canada Car Company are continually writing to Mr. McKellar upon the subject, urging immediate completion.

You are also requested to be good enough to report to the Department upon the work in question at your earliest convenience.

I have the honour to be

Your most obedient servant,

(Signed) Wm. Edwards,

Secretary.

Messrs. Dickey, Neill & Co., Toronto.

Department of Public Works, Ontario,
Toronto, 11th Sept., 1873

Sir,—I am directed by the Honourable Mr. McKellar to state that he is informed that the cupolas in connection with the Central Prison have not yet been bricked, and to request you to be good enough to attend to the work immediately, nor have the annealing pits been dug; and to further state that it is imperative that these pits be commenced at once, as the Canada Car Company are continually writing to Mr. McKellar upon the subject. You are also requested to report to this Department upon both these matters with as little delay as possible.

I have the honour to be, Sir,

Your most obedient servant,

(Signed) Wm. Edwards,

Secretary.

Neil Currie, Esq.,
Boiler-maker, &c.

September 12, 1873.

Sir,—I have the honour to acknowledge the receipt of your communication of the 10th inst., and in reply have to state that, on the evening of the 10th I inspected the works at the Central Prison, in compliance with your instructions, to ascertain if the contractor has a sufficient number of men on the wings, main building and all parts of the works, to ensure its being handed over to the Government in a complete state on or before the 15th December next, and on enquiry of the clerks of the works found that the following workmen were employed:

Bricklayers	22
Stonecutters	19
Masons	10
Carpenters	15
Carts	9
Teams	2
Labourers	51
Blacksmith	1
Total	118 workmen.

Since the date of my notice to the contractors (September 1st) two stonecutters had been added to the list, the cut-stone work of the cells being the most backward portion of the work, the third tier of cells on the north wing, and the second and third tiers of cells on the south wing being unfinished. I met the contractor on the works and he stated he had sent an advertisement to the daily paper to the effect that 15 or 20 stonecutters, bricklayers and labourers were wanted at the Central Prison, and that he had no doubt as to completing the buildings before the 15th of December next, but he would not undertake to construct any further additional work, as it could not be done before that time.

I have also entered into the details of the completion of the works with the contractor, and he undertakes to have the cut-stone and brick work of the wings completed on the 31st of October.

The roofing, flagging, whitewashing and painting of the wings, also the carpenter work, plastering, painting of the main buildings on the 30th of November.

The plumbing work and heating apparatus to be also completed at the latter date.

If the following additional workmen are employed, and proper attention paid to the works by the contractor personally, I do not see any difficulty in completing the work by the 15th of December.

Bricklayers	3	in all	25
Stonecutters	11	"	30
Masons			10
Carpenters	10	"	25
Carts	1	"	10
Teams			2
Labourers	9	"	60
Blacksmiths			1
Plumbers	5	"	5

Also plasterers painters, &c., as required. I would, therefore, recommend that the contractor should be notified that the above numbers of additional workmen, and more if they can be procured, should be employed without delay.

With respect to the second paragraph of your communication, I would respectfully suggest that my report has been misunderstood, as I do not recognize, nor do I know what amount of work has been done by the contractor for the Canada Car and Manufacturing Company, nor have I urged that the performance of any additional work should justify the contractor for any unnecessary delay. I wished to call your attention to the fact that a large amount of additional work connected with the machinery, and foundations for machines, fill

ing, &c., had been done beyond what was originally required by the Canada Car Company, as their own drawings indicate, and that the Government could claim an extension of time, in case a demand for penalties after the 1st of January next should be made by the Company.

I have the honour to remain,
Your obedient servant,
KIVAS TULLY,
A. & E.

Hon. A. McKellar,
Commissioner of Public Works, Ontario.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, 12th September, 1873.

SIR—I am directed by the Honourable Mr McKellar to acknowledge the receipt of your letter of the 10th instant, and to state in reply thereto, that it is the intention of the Government to lay a third rail on their siding to connect the track on the Central Prison Ground with the Northern Railway, consequently the complicated switch you speak of will be required.

I have the honour to be,
Sir,
Your most obedient servant,
(Signed) WM. EDWARDS.

C. P. Hannaford, Esq.,
Chief Engineer, Grand Trunk Railway,
Montreal.

September 15, 1873.

SIR,—I am directed by the Honourable the Commissioner of Public Works, to request that you will make the following alterations in the Central Prison.

1st. The chapel to be changed from the second to the third story, and the hospital to the second story.

The brick and wood partitions will have to be omitted, substituting a strong railing round the staircase, and the tie beams should be raised, and a heavier wooden cornice constructed according to detail. The bath can be changed to the room immediately below, and the water closet constructed near the stairway on the proposed hospital floor.

2nd. The bath-room and water-closet in the warden's apartments to be changed from the north to the south side, the casings to be of walnut and mountings plated, the bath to be planished copper, with shower.

3rd. Construct two brick ovens, 10 feet by 12 feet inside, in the basement, according to plan to be prepared.

4th. Construct brick arches, 14 inches in thickness, in basement and ground floor, the room off the Bursar's Office to form vault, with Taylor's double safe doors.

5th. You will also construct the foundations for machines in the south workshop, and foundry as pointed out by the Inspector of Asylums, &c.,and the Manager of the Canada Car and Manufacturing Company, and the necessary fittings for the track south of the south workshop.

6th Details for the gates for the boundary wall, and guard towers for same have been prepared and handed to the Clerk of the works for your information.

I remain,
Your obedient servant,
KIVAS TULLY,
A. & E.

Mr. John Elliott, Contractor, Central Prison,
Toronto.

September, 15, 1873.

Sir,—I have the honour to report that I inspected the works at the Central Prison this morning and ascertained that the following workmen were employed, as reported by the Clerk of the works:

Bricklayers	21	last week	22
Stonecutters	17	"	19
Masons	6	"	10
Carpenters	12	"	15
Painters	2	"	—
Carts	10	"	9
Teams	2	"	2
Labourers	50	"	51
Blacksmith	1	"	1

A fortnight has elapsed since I notified the contractor as to the necessity of employing more workmen, and from the above report the number has diminished as follows:

1 Bricklayer	2 Stonecutters
4 Masons	3 Carpenters
1 Labourer	

To ensure the completion of the buildings before the 15th of December, the numbers should have been in addition as before reported.

Bricklayers	25	required	4
Stonecutters	30	"	13
Masons	10	"	4
Carpenters	25	"	13
Labourers	60	"	10
Required in all			44

I would also state that when arranging the details with the contractor, on the 11th instant, he agreed that the above number of workmen would be necessary to complete the buildings on the 15th December, and that he would use every exertion to procure them, but up to the present time he has failed to do so, and the number of workmen are 11 less than on the 10th instant.

I have the honour to remain,
Your obedient servant,
Kivas Tully,
A. & E.

Honourable A. McKellar,
Commissioner Public Works, Ontario.

Department of Public Works, Ontario,
Toronto, September 15th, 1873.

Sir,—I have the honour to report that the establishment and rate of progress at and in the Central Prison Works, are not such as to ensure the completion of the same on or before the 15th day of December next.

I have the honour to remain,
Your obedient servant,
(Signed) Kivas Tully,
Architect.

Honourable A. McKellar,
Commissioner of Public Works, Ontario.

DOMINION TELEGRAPH COMPANY,
TORONTO, September 15th, 1873.

No. 169.

By Telegraph from Ottawa.

Will try and be in Toronto to-morrow if possible. Six stone-cutters leave for Toronto to-morrow, try to get more.

(Signed) J. ELLIOTT.

To Honourable A. McKellar.

SEPT. 16th, 1873.

SIR,—I have the honour to report, that the machinery at the workshops of the Central Prison will be completed this month, and that both workshops and foundry can be given up to the Canada Car and Manufacturing Company at the end of the month.

The Inspector of Machinery, Mr. C. Banks, should also be notified by the Secretary, that his services will not be required after the 30th inst., and that he should be prepared to transfer the charge of the machinery on that day to the Canada Car and Manufacturing Company.

On the 14th of August, during your absence, I went to the Central Prison at the request of the Inspector of Asylums, Prisons, &c., when he and Mr. Baines, Manager of the Canada Car and Manufacturing Company, pointed out the position of the foundations for the machinery in the south workshop, and requested that immediate arrangements should be made for their construction, and as I was assured that in the agreement, the foundations for the machinery should be provided for the Canada Car and Manufacturing Company I gave the necessary orders to the contractor.

In making the alterations in the north workshop, the Manager of the Canada Car and Manufacturing Company has removed several posts which formed the support for the upper floor, though the beams have been trussed, I fear the flooring will not bear the weight of the machines and materials for manufacturing purposes, the Company should therefore be notified by the Secretary that the responsibility of the change must be assumed by them.

I have the honour to remain,
Your obedient servant,
(Signed) KIVAS TULLY.

Hon. A. McKellar,
Commissioner Public Works, Ontario.

SOHO FOUNDRY,
TORONTO, Sept. 17th, 1873.

SIR,—We have to acknowledge the receipt of your letter of the 11th instant, referring to the progress of the iron work being finished by us for the New Central Prison.

In reply, we beg to state, that if there has been any delay it is not chargeable to us, as the following memorandum of orders, and their dates, as well as dates of deliverance, will show. The main shafting for both north and south workshops was ordered and finished months ago; but it was useless to erect it until the pulleys for it were all ready (any further than to fit it and line it, which was done). The first order we received for counter shafts and pulleys was on the 12th of August, when there were 41 pulleys and several shafts ordered. On the 22nd of August, 10 days from date of order, we delivered 12 pulleys; on the 26th, 21 more, and the balance on the 28th. The following day, August 29th, we received a further order for 35 pulleys and a number of counter shafts, which we commenced to deliver on the 10th September, and expect to complete to-day or to-morrow. Our last order, dated 5th instant, was for bevel gearing, to work on the main shaft, and without which the main line shaft in north workshop could not be completed. It was furnished in 3 days, and the shaft has now been closed 5 days.

Between three and four weeks ago, the shafting in south workshop, on both floors, was closed, but will have to be taken down again for the purpose of putting on the pulleys, some

13 of which were included in order of 29th August, and 10 of them delivered. Besides these 13, however, there will be a large number of pulleys required, for which we are yet without orders, and without which the line shafts in south shop cannot be completed. So far we have no orders for counter shafts for this shop.

We have always pushed the orders forward without loss of time, and on the 9th instant *ran our shop all night*, especially to forward one pulley which they were wanting. Had the Canada Car Company furnished the sizes, or given the speeds when the line shaft was ordered, all the pulleys and counter shafts would have been finished and erected months ago.

We remain,
Your obedient servants,
(Signed) DICKEY, NEILL & Co.,
Per J. M. NEILL.

Wm. Edwards,
Secretary Department Public Works, Toronto.

TORONTO, 18th September, 1873.

SIR,—I have the honour to inform you, that Kivas Tully, Esq., the Architect in charge of the Central Prison Works, has reported to me, that the establishment and rate of progress at and in the Central Prison Works, which you have contracted to construct and complete, are not such as to ensure the completion of the same on or before the 15th day of December next.

You are aware that the engagement of the Government with reference to this Prison, are such, that the completion of the works by the time above specified is absolutely essential.

Under your contract everything should have been done by the 1st day of July last. I have as long as possible forborne from acting under the powers conferred upon me by the contract, but am now compelled by regard for the public interest to put the rights of the Government in force. I, therefore, notify you, that in the exercise of the powers upon me conferred by the said contract, and otherwise possessed by me acting in the premises for the Government of Ontario.

I hereby take the said works out of your hands, and notify you, that the various clauses of the contract, providing against your default, shall be enforced, and that you and your sureties will be held answerable for all damages occasioned by your breach of contract.

Your obedient servant,
(Signed) ARCH. McKELLAR,
Commissioner.

John Elliott, Esq., Contractor,
Central Prison, Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, September 23rd, 1873.

SIR,—I have the honour to report, that according to the directions of Mr. J. G. Scott, on behalf of the Honourable Attorney-General, I went with him and Mr. Wagner to the Central Prison, on the 18th instant, when he took possession of the works, after reading the proper notice to Mr. Thomas Elliott, one of the contractors, and Mr. Alexander Ogilvie, his clerk, and by Mr. Scott's directions, I gave Mr. Wagner possession of the works. On Saturday last, on enquiry, I ascertained that as the former contractor, Mr. Elliott, had not returned from Ottawa, it was not likely that the workmen would be paid, and in your absence I reported the matter to the Honourable Attorney-General, who authorized the payment, the same having been done without prejudice, Mr. Elliott's clerk having refused to give up the pay lists, but read out the names and the amounts due to each of the workmen, when they were paid. Yesterday morning the clerk of the works, Mr. Hillam, reported that the stonecutters, bricklayers and labourers, refused to work except at an advance of wages, which, Mr. Wagner, the

Superintendent, I understand, agreed to, this was objected to by Mr. Thomas Elliott on behalf of his father, and the men left the work; the matter having been referred by you to the Honourable the Attorney-General, I was directed, as stated in the annexed letter, to apply to Captain Prince, the Chief of Police, for aid in securing attention to Mr. Wagner's orders, and Captain Prince sent a serjeant-major and a constable to the works, who, by Mr. Wagner's directions, removed Mr. Elliott, junior, from the premises, and as a further precaution, the two night watchmen were sworn in as special constables. This morning the carpenters refused to work at their present wages, but Mr. Mellville, the sub-contractor, assured me that he could get other carpenters at the same rates.

I have the honour to remain,

Your obedient servant,

(Signed) KIVAS TULLY,
Architect.

The Honourable A. McKellar,
Commissioner Public Works, Ontario.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, September 26th, 1873.

SIR,—I am instructed by the Honourable the Commissioner to say that the Departmental Architect, Kivas Tully, Esq., has reported to him that you, as Manager of the Car and Manufacturing Company, have caused to be "removed several posts which formed the support for the upper floor" in the north workshop; and that he fears "the flooring will not bear the weight of the machines and materials for manufacturing purposes," although the beams have been trussed; and to notify you that the responsibility of the changes made by your direction must be assumed by your Company.

I have the honour to be, Sir,

Your obedient servant.

(Signed) WM. EDWARDS,
Secretary.

Hugh Baines, Esq.,
Managing Director, Canada Car and Manufacturing Co.,
Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, September 26th, 1873.

SIR,—I am instructed by the Commissioner to say, that the Departmental Architect has reported to him "that the Toronto Gas Company would be willing to construct a main pipe along Strachan Avenue, from their main on King Street, across the railway tracks to the corner of the Central Prison site on condition of supplying the Central Prison with gas at the current rates, and the Government to defray the cost of constructing a gas main pipe four inches in diameter, from Strachan Avenue to the Central Prison's buildings; and to communicate with you respecting the cost of constructing such main, of four inches in diameter, from Strachan Avenue to the east end of the north workshop of the Central Prison buildings.

Will you have the goodness, therefore, to furnish the required estimate to this Department, at your earliest convenience.

Your obedient servant,

WM. EDWARDS,
Secretary.

H. T. Thompson, Esq.,
Manager Gas Works, Toronto.

CONSUMERS' GAS COMPANY,
TORONTO, Oct. 2nd, 1873.

SIR,—In reply to your letter of the 26th ultimo, respecting the laying of gas pipes, from the gas main on King Street to the corner of the Central Prison site, I beg to state that an estimate has been made by our foreman, of the cost thereof, and that the Gas Company would be willing to supply, and lay 4 inch pipes for the purpose required, at the rate of $2.15 per yard.

I am, Sir,
Your obedient servant,
H. T. THOMPSON,
Manager.

Wm. Edwards, Esq.,
Secretary Department of Public Work, Toronto.

October 4th, 1873.

SIR,—I am directed by the Honourable the Commissioner of Public Works to inform you in reply to your communications of the 29th of September, and 2nd of October respectively, that the Government have decided to construct the fourth tier of cells in each wing of the Central Prison, also that the jambs shall be constructed of cut stone in the same manner as the jambs of cells already built.

The floors of the wings will be constructed of artifical flagging according to Mr. Lamb's tender at the rate of 20 cents per superficial foot.

I have also to state that the Commissioner has directed that all orders shall be in writing to you, as superintendent.

I remain,
I have the honour to be, sir,
(Signed) KIVAS TULLY,
A. & E.

Mr. J. P. Wagner,
Superintendent Central Prison, Toronto.

OCTOBER 8th, 1873.

SIR,—I am directed by the Hon. the Commissioner of Public Works to request that you will have the following work done at the Central Prison with as little delay as possible:—

Build an area wall of rubble stone work on the south side of the south workshop, according to plan and section to be prepared, and fill in with earth south of same.

Construct annealing pits in foundry, as required by the Canada Car Company: also roof over platform, on the west side of the foundary, between cupolas.

Construct drain on the west side of the forge shop, connecting turntables.

The grading in the outer yard west of the boundary wall to be completed forthwith.

I remain,
Your obedient servant,
(Signed) KIVAS TULLY, *A. & E.*

Mr. J. P. Wagner,
Superintendent Central Prison Works, Toronto.

TORONTO, 14th October, 1873.

DEAR SIR,—Would you kindly give instructions for the crossing from the G. T. R. track to the Central Prison grounds to be constructed at once. Mr. Cumberland, of the G.T.R., is quite prepared to perform his part of the work. I have to urge upon you the very great importance of having this service carried out with as little delay as possible.

I have the honour to be, Sir,
Your obedient servant,
(Signed) ARCH. MCKELLAR,
Commissioner of Public Works.

C. J. Brydges, Esq.,
Managing Director G. T. R., Montreal.

October 16th, 1873.

Sir. —I am directed by the Hon. Commissioner of Public Works to request that you will have an additional tower built for a guard at the south-west corner of the jail yard; also three feet of brick work over each gateway—four in all.

Construct folding doors between rooms marked bedroom, at the north-east portion of centre building, second story, and trap in floor, four feet square on ground floor, over store-room.

As the room set apart as a chapel will have to be used as a dining room, to accommodate the additional number of prisoners, 336 in all, the lift from the kitchen will have to be extended to the second story.

The brick vault, as before ordered, should be constructed without delay.

I remain,

Your obedient servant,

(Signed) Kivas Tully, *A. & E.*

Mr. J. P. Wagner,
Superintendent Central Prison Works, Toronto.

October 17th, 1873.

Sir,—I am directed by the Hon. the Commissioner of Public Works to state, in reply to your communication of the 15th inst., that after consultation with the Inspector of Asylums, Prisons, &c., as to the safety of the prisoners in making the proposed alteration from brick arches over the corridors round the cells in the wings of the Central Prison, to lining the underside of the rafters with sheet iron No. 12, B. W. G., he has approved of the proposed alteration.

I have therefore to request that you will purchase the sheet iron for the purpose, and make the necessary arrangements with the tinsmith for placing the same on the ceilings of the wings.

I remain,

Your obedient servant,

Kivas Tully,

A. E.

Mr. J. P. Wagner,
Superintendent Central Prison Works,
Toronto.

Department of Public Works, Ontario,
Toronto, 17th October, 1873.

Sir,—I have the honour to acknowledge the receipt of your letter of the 15th instant, concerning connection with the track of the G. T. R. and that of the Central Prison yard, and to state in reply thereto, that Mr. Molesworth, Engineer, was in conversation yesterday with both Mr. Brydges and Mr. Hannaford upon the subject, and Mr. Brydges has promised that the service shall be carried out at once. It is therefore hoped that the necessary connection will be made without further delay.

I have the honour to be, Sir,

Your most obedient servant,

(Signed) Wm. Edwards,

Secretary.

Fred. Cumberland, Esq.,
Managing Director N.R.C., Toronto.

October 18th, 1873.

Sir,—I have made out a certificate in your favour for 50 locks and 36 stones, on which you will receive a cheque for $612 next week, when it passes the Council.

You can continue to cut the stones until the end of this month, which will about fill up your first contract, including 60 supplied by Elliott.

The balance of the stones can be cut at the works after the end of the present month.

Yours truly,

(Signed) KIVAS TULLY,
A. & E.

Mr. H. Hennessy, Hamilton.

October 18th, 1873.

SIR,—In reply to your letter of the 15th inst., as to the lock stones required, I have to state. that Mr. Hennessy has been notified to cease making any after the end of the present month, so you can have the balance required made at the Prison.

In consequence of the weight of the sheet iron in the ceilings of the wings, the rafters should be 16 inches apart, instead of two feet, and should be sheeted with inch boarding.

I remain, &c.,

KIVAS TULLY,
A. & E.

Mr. J. P. Wagner, Central Prison.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, October 20th, 1873.

DEAR SIR,—Your letter of the 2nd inst. ; Gives an estimate for laying gas-pipe from the main on King-street, to the Central Prison Site, at $2.15 per yard. Should it not have been from the corner of the Central Prison site to the east end of the northern workshop. Please look at my letter to you of the 26th ultimo.

Yours truly,

WM. EDWARDS.

H. T Thompson, Esq., Manager,
Gas Company.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, October 22nd, 1873.

SIR,—I have the honour to recommend that the following additions and alterations be made in the Central Prison.

1st. That a 2in. steam pipe be introduced into the laundry for the use in washing machines, and that shafting, pulleys and hangers for one mangle and two washing machines be provided for.

2nd. That the first floor in the main building be partitioned for the following purposes, viz. :—

Dormitories for guards,
Sitting-room for guards,
Dining-room for guards,

And for additional dining-room space for prisoners.

3rd. That an 1½in. steam pipe be introduced into the kitchen for cooking purposes.

4th. That the lift from the kitchen be made to connect with the dining-room.

5th. That as it is not advisable, from fear of contagion, and the noises in the main building, that the room intended for an hospital should be used as such, that a brick building 40ft. by 20ft., two stories high, be erected in a suitable position for an hospital, with rooms for attendants, surgery and other offices.

6th. That speaking tubes be inserted in the following places, viz. :—

1. Warden's dining-room *via* lift to Warden's kitchen.
2. Prisoners' dining-room to kitchen.

It is important that early provision be made for the foregoing works.

I have the honour to be, Sir,

Your obedient servant,

(Signed) J. W. LANGMUIR,
Inspector.

The Hon. A. McKellar,
Commissioner of Public Works, &c , &c., Toronto.

CONSUMERS' GAS COMPANY,
TORONTO, Oct. 28th, 1873.

DEAR SIR,—In reply to your letters of the 21st Sept., and the 20th inst., I beg to state that the Departmental Architect was in error in stating that the Gas Company would lay a main pipe from the main on King-street to the corner of the Central Prison site, on condition of the government taking gas at the current rates, and constructing a main from there to the Central Prison buildings. The terms on which the company agreed to lay the pipes are as stated in my letter of the 2nd inst., $2.15 per yard, for 4in. pipe; the distances are as follows:—

	Yds.
From the main on King-street across the R. W. track, to the Central Prison grounds	232
From the boundary grounds at Strachan Avenue to the square	320
Through the square to south workshops	122
Total	674

Should the work be required this season, it will be necessary to give the order immediately.

Yours truly,
H. J. THOMPSON.

W. Edwards, Esq., Secretary,
Department Public Works, Toronto.

Manager.
Per W. H. Pearson.

DEPARTMENT OF PUBLIC WORKS,
TORONTO, October 29th, 1873.

DEAR SIR,—I am instructed by the Honourable the Commissioner, in reply to your letter of yesterday, informing me that your Company declines to lay a main on Strachan Avenue, from King Street to the corner of the Central Prison site, at the Company's expense, to say that, in view of the large quantity of gas expected to be consumed at the Central Prison and works, and that the Government had agreed to pay the current rates paid by all other consumers, the Commissioner is of opinion that it fairly devolves upon the Company to put down the required main, so far as the city public streets are concerned.

As the Company has, however, decided otherwise, the Commissioner will take such other steps as may be available for the supply of light to the buildings, unless the Company may be disposed to reconsider their proposals, and accept the terms quoted in my letter of the 26th ultimo.

I am, Sir,
Yours very truly,
WM. EDWARDS,
Secretary.

H. J. Thompson, Esquire,
Manager, Consumers' Gas Company, Toronto.

CONSUMERS' GAS COMPANY,
TORONTO, October 31st, 1873

SIR,—In reply to your letter of the 26th ultimo I have to state that it has been laid before the Board of Directors, and I am instructed to inform you that the Gas Company will be willing to lay the gas pipes proposed, from their main on King Street to the new Central Prison upon the terms mentioned in your letter, viz., a four-inch main pipe to be laid from King Street to the corner of the Central Prison grounds at the expense of the Gas Company, and a four-inch pipe also to be laid by the Gas Company from the corner of Central Prison grounds to any position pointed out by you on the grounds, and for which the Gas Company is to be paid by the Government at the rate of $2 15 per yard.

Waiting your reply,

I am, dear Sir,
Your obedient servant,
H. J. THOMPSON,
Manager.

W. Edwards, Esquire.
Secretary, Department Public Works.

DEPARTMENT OF PUBLIC WORKS,
TORONTO, 13th November, 1873.

SIR,—In respect to your tender for lighting the workshops at the Central Prison, I should like to have specifications of the size and quality of pipes, with a statement of the exact number of burners, and if you intend to use the patent lava burner, so that in the event of any change by addition or reduction, we may be at liberty to make such changes; also please supply a pattern of the drops for the lights, &c., &c.

Also a statement of price per foot for the pipes complete, and a separate price for each pendant with lava burners. Also price and size of main pipes.

Yours truly,

(Signed) ARCH. McKELLAR.
Commissioner.

Mr. Harding, Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, November 19th, 1873.

SIR,—I have the honour to report in reference to the heating and lighting of the main building and wings of the Central Prison, that the Superintendent of the works, Mr. Wagner, has made arrangements with Mr. George Harding, for completing the same, on the basis of the agreement between him and Mr. Elliott, the former contractor, Mr. Harding to submit a schedule of prices for all additional work, for approval. As there will be considerable difficulty in heating the wings of the Prison, in consequence of the increased height, owing to the recent orders for the construction of the fourth tier of cells, the ceiling of the corridors, will be over 40 feet above the floor, causing a difference of temperature of at least 40 degrees between the upper and lower tiers of cells; I would recommend that the services of Mr. Ruttan, Cobourg, should be obtained, as he has had considerable experience in the ventilation and warming of public buildings, and that the work should be done under his directions.

I have the honour to remain,

Your obedient servant,

(Signed) KIVAS TULLY,
Architect.

The Honourable A. McKellar,
Commissioner, Public Works, Ontario.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, December 5th, 1873.

SIR,—I am instructed by the Honourable the Commissioner to inform you that, as the machinery connected with the workshops, &c., at the Central Prison, is expected to be completed by 31st instant, your services will not be required after that date. I am also directed to state that you should notify all parties who have supplied any materials or workmanship connected with the construction of machinery, to send in their accounts at once, so that the same may be certified by you during this month.

As Mr. Clarkson has been appointed Engineer of the Central Prison, the Commissioner requests that you will give him every information and assistance in your power, to enable him to become acquainted with the construction of the shafting, pullies, &c., which have been done under your supervision; and also to explain the position of the steam, water, and heating pipes.

Yours very truly,

(Signed) WM. EDWARDS,
Secretary.

Mr. C. Banks, Inspector of Machinery,
Central Prison, Toronto.

Department of Public Works, Ontario,
Toronto, December 5th, 1873.

Sir,—I am directed by the Honourable the Commissioner to inform you that you have been appointed Engineer to the Central Prison Works, Toronto, at the rate of seven hundred and forty dollars ($740) per annum, your appointment to date from the first of November last.

You will at once take charge of the steam and water supply pipes, and see that the latter are properly protected from the frost; and as the Inspector of Machinery, Mr. Banks, will be leaving on the 31st instant, you will after that date take full charge of the completion of the machinery, if required to do so, and should the work not be finished by that time.

Yours very truly,
(Signed) Wm. Edwards,
Secretary.

Mr. James Clarkson, Engineer,
Toronto.

Department of Public Works, Ontario,
Toronto, January 8th, 1874.

Sir,—I am instructed by the Commissioner to enclose to you copies of the report of T. N. Molesworth, Esq., Engineer of this Department, with a letter from J. W. Langmuir, Esq., Inspector of Prisons, &c., which you will find hereto annexed, respecting certain defects in the construction of switches for railways, in the Central Prison yards; and to request that you will cause said switches to be completed in a substantial and proper manner, as required by your contract relating thereto.

I have the honour to be, Sir,
Your obedient servant,
(Signed) Wm. Edwards,
Secretary.

Hugh Baines, Esq., Managing Director,
Canada Car Company's Works, Toronto.

Toronto, January 21st, 1874.

Sir,—I am directed by the Hon. the Commissioner of Public Works to inform you, that he has agreed with the Manager of the Canada Car and Manufacturing Company, to have the brickwork of the additional annealing pit built in the foundry, provided the excavation is made for the pit, and the fire bricks found by the Company.

I remain,
Your obedient servant,
Kivas Tully.

Mr. J. P. Wagner, Superintendent,
Central Prison.

Central Prison, Toronto.

Expenditure, 1871 to 1873. (For further details, see Public Accounts).

	1871.	1872.	1873.	Addition.	Total Expenditure.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Cost of Land:					
Less sale to Canada Car and Manufacturing Co.		2309 04			2309 04
Construction of Buildings and Railway Track:					
CONTRACTORS.					
John Elliott—Buildings, &c.	50 00	67150 00	50573 30	125373 30	
Do Payments by Government on account of contract			81227 13	81227 13	
Hugh Henessey—Locks for cell doors		637 50	1759 50	2397 00	
Thomas Lalor—Ironwork for locking cells			1675 00	1675 00	
Do do do (upper tier)			300 00	300 00	
Lalor & Wilkie—Iron cell doors		2808 00		2808 00	
Dickey, Neill & Co—Water pipes, &c.		1275 00	5336 07	6611 07	
John Wilkie—Iron doors, &c.			5117 00	5117 00	
Canada Car and Manufacturing Co.:—					
On account railway track			7400 00	7400 00	
Do buildings, &c., required for machinery			8600 00	8600 00	
Dinnis & Chard—Crib well and coffer dam			2578 34	2578 34	
Do Frame fence			1452 60	1452 60	
John Lamb—Stone coping, &c.			2210 00	2210 00	
Iron cell gates, made at Penetanguishene, including freight	1560 00	240 00		1800 00	
Iron gratings, made at Penetanguishene, including freight	507 79	1247 98		1755 77	
Fan lights and gratings—T. Lalor & Son			520 60	520 60	
Preparing plans	438 50			438 50	
Sundries	10 00	11 00	105 78	126 78	252391 09
Machinery, Fixtures and Fittings:					
CONTRACTORS.					
Dickey, Neill & Co—Steam engines, boilers, shafting, &c.			20052 41	20052 41	
Neil Currie—Cupolas, &c.			9177 88	9177 88	
Canada Car and Manufacturing Co.—Sundries			7000 00	7000 00	
Sundries connected with machinery			1404 65	1404 65	
Repairs of machinery engine house, Lake Shore			1946 28	1946 28	39581 22
Furniture and Furnishing:					
John Fraser—Blankets, quilts, &c.		2549 56	1240 33	3789 89	
M. Dunn—Making sheets		45 00		45 00	
McLean & Craig—Boot and shoe leather			327 73	327 73	
Bryce, McMurrich & Co Pants, shirts, &c.			567 02	567 05	
A. & R. McMaster & Co.—Frieze, tweed shirts, striped Hessian and ticking			2330 03	2330 03	
George Winks & Co.—Grey blankets			319 00	319 00	
George Harcourt—Making prisoners' clothes			1110 30	1110 30	
Provincial Reformatory, Penetanguishene—Making casks, barrels, buckets, tubs, &c.		260 00	181 50	441 50	
McNab & Marsh—Basins			39 88	39 88	
Thomson & Burns—Cutlery, spoons, scales, &c			164 48	164 48	
William Glendinning Iron bedsteads			1512 00	1512 00	
Noah L. Piper & Co—Kitchen utensils, &c.			386 05	386 05	
Serg-Major Stewart—Revolvers and handcuffs			35 50	35 50	
Rice Lewis & Son—Fireproof safe and copying press			107 75	107 75	

Expenditure, 1871 *to* 1873—Continued.

——	1871.	1872.	1873.	Addition.	Total Expenditure.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Mary Thompson—Making bed pillow ticks, &c.			27 65	27 65	
Mrs. Gilkison—Sewing			10 00	10 00	
William Short—Paid for stamp, marking linen, &c.			19 80	19 80	
Wm. Short—Paid for freight, carriage, &c.			63 29	63 29	
Freight, carriage, &c.		52 82		52 82	
					11349 69
Repairs to gratings, damaged by gale			427 68		427 68
Superintendence	216 00	1938 50	5236 58		7391 08
Travelling expenses, cab hire, &c.	204 49	16 30	425 79		646 58
Advertising	286 85	94 50	72 86		454 21
Printing, &c.	49 38		97 50		76 88
Sundries	2 95	22 75	58 50		84 20
Balance of accountable warrant			12105 00		12105 00
Total	10925 96	80657 95	235232 76		326816 67

Prepared for the Department of Public Works,
Toronto, 3rd February, 1874.

HENRY WM. EDDIS.

Copies of Reports of the Inspector of Prisons, &c., for the Years 1871-2-3 on the Central Prison and Works.

PRISONS AND REFORMATORIES.

CENTRAL PRISON.

The progress of the Central Prison buildings, since my last report, has not been as rapid or satisfactory as it should have been. The foundations of the main buildings and the dormitory wings are only just completed, ready to commence the brickwork, and in fact may be said to be only above-ground, while the workshops are no farther advanced than the contract requires. This delay is, no doubt, in some degree attributable to the labour difficulties which existed in the early part of the season, but are chiefly in consequence of the late start made by the contractor in the spring, and the absence of a reasonable amount of energy on his part in pushing the work forward. The contract calls for the completion of the buildings on or before the 1st July, 1873, and engagements, respecting the future operations of the prison have been entered into, contemplating the entire completion of the workshops on that day. Unless the contractor increases the number of his mechanics and workmen to the fullest extent, and uses greater energy than he has shown in the past, the buildings will not be ready for occupation for an indefinite period, which may result in very considerable loss to the Province.

In the early part of the year I called the attention of the Honourable the Commissioner of Public Works to the necessity of deciding upon the industrial labour and trades that should be established in the prison The necessity for an immediate decision upon this point arose out of circumstances to which I shall more fully refer hereafter; but chiefly from the fact that the extent of workshop space; its structural and internal arrangement; the amount of steam power required, and the furnishing of such workshops with the machinery and appliances requisite to carry on the industrial work proposed to be established, could only be decided upon when the nature and class of industrial labour were determined. Accordingly a contract was entered into on the 9th August, 1872, between the Government of Ontario and the Canada Car Company, of Toronto, through which the Government leased to be said Company, for the term of seven and a half years, from the 1st January, 1874, the labour of all the prisoners sentenced to the Central Prison, excepting such as was required to carry on the domestic work of the prison.

This contract provides that prisoners shall not be sentenced to the prison for a shorter period than two months, and that they shall not, through physical or mental defects, be unfit to perform an ordinary day's labour, consisting of 10 hours per day, less two hours every week. The Government is to furnish sufficient workshop space, (with foundations for machinery and other permanent fixtures,) properly heated and lighted, to enable the industry to be carried on, and the boilers, engines and shafting required for motive purposes, not exceeding one hundred horse power—the engineers and firemen to be provided by the Company, as well as the fuel for the furnaces.

The Company is to employ the prison labour thus leased, in the manufacture of railway cars in all its various branches and requirements, as well as in the manufacture of nails, bolts, and spikes of every description. It is also provided that the Company may, with the consent of Government, establish other industries of a similar nature, and affording an equal variety of employment, with the use of the same kinds of machinery, tools and plant. The Company is to provide a sufficient number of instructors in the various branches of the industry, to instruct the prisoners and supervise their labour; and it may introduce into the prison workshops a certain number of ordinary skilled artizans and labourers for this purpose. The Company's officers, instructors, supervisors and employés, having the right of entry to the prison, to strictly comply with the rules, regulations and discipline of the prison.

For the prison labour thus leased, the Government is to receive from the Company the sum of fifty cents a day for each and every prisoner during the first two and a-half years' existence of the contract, for the second two and a half years, fifty-five cents, and for the third and last two and a-half years, the sum of sixty cents per day.

There are several points in connection with this important transaction which call for explanation; and, first of all, the adoption of the contract system at all. In my report of last year I enumerated the various methods of utilizing prison labour, and expressed a decided preference for the system of exclusive Government control over that of the *ordinary* contract system. I am still of the conviction that, theoretically, the former is the best method of utilizing prison labour that can be adopted, and that the latter, as it has ordinarily been carried on heretofore, has been attended with many serious disadvantages. But I think it will appear, from a careful consideration of the terms and nature of the contract above described, that these disadvantages have been obviated. Under the working of the ordinary contract system, Government leases the labour of a certain number of prisoners without prescribing the kind of industry in which they shall be engaged, and in that case the usual consequence is that the moral reformation of the prisoners is to a great extent, if not altogether, ignored, the contractors having in view merely the pecuniary profit to be devived from their labour.

It is very obvious that such a contract system as this is open to very serious objection, but in the case of the contract now under consideration, this objection is entirely obviated, inasmuch as the industry to be engaged in *is strictly defined and approved by Government.*

That the Government was justified in this approval will be apparent from a moment's consideration of the nature of the work contemplated by the contract. The character of this industry is such that it affords appropriate employment for a greater variety of skill and capacity than any that could have been chosen. The manufacture of railway cars brings into play no less than eight distinct trades, viz., those of the carpenter, cabinet-maker, upholsterer, painter, blacksmith, machinist, moulder, and founder; and, in addition, the contract provides for the manufacture of nails, bolts, and spikes. All the work thus provided for the prisoners is of an elevating and educating character, and will afford an opportunity to each one engaged in it of learning some special handicraft by which he may afterwards gain a livelihood.

It is in fact the very kind of industry which the former Government had fixed upon as the most desirable and appropriate to the end in view, and the adoption of which I have myself, ever since the Central Prison scheme was devised, advocated in preference to any other.

When, in addition to the very desirable character of the industry provided by this contract, we consider the fair and just compensation that will be paid for the labour of the prisoners, and the fact that the entire management and discipline of the prison are retained by the Government, it must, I think, be conceded that every serious objection to the contract system has been obviated by the present arrangement, and that under it, this most difficult question of utilizing the prison labour has been as satisfactorily solved as it could have been under any other.

Another circumstance in the transaction requiring explanation, is the fact that this contract was closed at so early a day, and without having, by advertisement, previously invited public competition for the prison labour. What might seem the apparently premature conclusion of this arrangement has been already partially explained. The simple fact is that the work of planning and constructing the work-shops, and of furnishing them with the requisite machinery, could not have been entered upon before the real nature and extent of the prison industries had been decided upon. While this question was pending and pressing for a speedy settlement, an opportunity arose of leasing the labour of the prisoners for that special kind of industry which has all along seemed the most desirable. The Canada Car Company, whose premises adjoin those of the Central Prison, had recently been organized, and after lengthened negotiations, to which I shall refer hereafter, they signified their willingness to lease the labour of the Prison on the terms and for the purposes specified in the contract. Inasmuch as the Government thoroughly approved of the character of the work, and as, according to the arrangement under consideration, the Company were to furnish and place in the workshops all the necessary machinery—thus settling the pressing difficulty before referred to, and effecting a considerable saving in capital outlay—with the

approval of Government, and in accordance with the provisions of the Central Prison Act, I at once closed an agreement with them. So much for what might appear to be undue haste in the matter.

It still remains to explain why this contract was closed before public competition had been invited. A sufficient explanation of this point in the transaction will appear from a recital of the peculiar circumstances of the case. The late Government of the Province, as soon as the appropriation for the establishment of the Central Prison passed the Legislature, entered into negotiations with the Dominion Government for the acquisition of the property known as the Old Barracks, for a site for the Central Prison. This property, however, could not be obtained, as it belonged to that class of ordnance lands which could not be alienated from the Crown.

I therefore recommended that the prison should be erected upon the land purchased a short time previously from the Ordnance Department for the Toronto Asylum, provided that the full front between the Grand Trunk and Great Western Railways on Strachan Avenue could be secured. Part of this front had been reserved by the Dominion Government for additional space for the Emigration Depot, and the remainder was under lease to the Steel, Iron, and Railway Works Company, for a term of years ending in 1880.

After lengthened negotiations with the Dominion Government, the whole of this front was purchased for the Central Prison. After this purchase had been made, it was represented to the Government of Ontario, by the President of the Steel, Iron, and Railway Works Company, that that corporation had been merged into the Canada Car Company; that the latter had determined to carry on the manufacture of cars upon a large scale; that in order to carry out this determination they had decided upon the erection of expensive works on the property, then held by them under lease, but before doing so they desired to purchase or lease for a long period the land above referred to, as having been purchased by the Government of Ontario for the Central Prison; and that they had counted upon the privilege, ordinarily accorded to actual occupants, of being consulted before a sale or lease of the land they occupied had been made to another party. In view of this, the Car Company contended that their rights had not been fully respected, and claimed that they should have had a preemption right to the purchase of the land.

Without expressing any opinion as to the justice of the claims advanced by the Company, it is enough to state that this circumstance led to serious complications, and, inasmuch as the Company had a legal right to occupy the lands to 1880, this misunderstanding might have materially interfered with the interests of the Central Prison, owing to the proximity of the Company's premises to those of the prison.

The Government therefore thought it very desirable that this misunderstanding should be settled. As a means to its settlement, it occured to me (as I suggested in a report submitted at the time) that an arrangement might be entered into with the Company for the lease of the prisoners' labour, on terms equally advantageous to them and to the Government. The result of this suggestion was that the existing contract was made.

It must be remembered that this contract, although in a manner occasioned by the misunderstanding above described was yet in itself quite as favourable as the Government, under any circumstances, could have expected to make. The kind of industry provided by it was, as has been shown, by far the most desirable that could be provided; and the rate of remuneration was far in advance of that received for the convict labour at the Dominion Penitentary, Kingston, notwithstanding the much shorter terms of sentence of the inmates of the Central Prison. This rate was in fact fully equal to that received by some of the oldest industrial prisons in the United States, and with a full prison, was sufficient to render the establishment self-supporting. The proximity of the premises of the Car Company to those of the prison, which under other circumstances, as has already been shown, would have been a serious disadvantage, afforded an opportunity for the combination of ordinary skilled labour, with that of the prison which would enable the company to offer a higher rate of remuneration than could be expected from any other similar establishment.

In view of all these facts, and the peculiar combination of circumstances attending them—that the industry was the most appropriate; that the rate to be received for the labour was as high as is paid on the continent; that the proximity of the Company's works to the Prison would be, under the arrangement, rendered desirable instead of de-

trimental; and that the misunderstanding with the Company respecting the lands would be amicably arranged—the contract was closed without first submitting the labour to public competition, which in ordinary cases, and under ordinary circumstances, would have been the proper course.

Although the arguments advanced against the utilization of prison labour for the purpose of carrying on *any class* of industry that is most suitable and desirable for that object, as being antagonistic to ordinary skilled labour, are founded on false and erroneous premises, and in many instances are unworthy of consideration; still it may be observed that in the class of industry to be carried on in the Central Prison, such arguments have not the slightest force. The industry selected affords scope for no less than eight distinct trades, besides employing a large amount of ordinary unskilled labour. The division of these trades among the limited number of prisoners that will be committed to the prison, cannot, under any circumstances, be prejudicial to ordinary mechanics following the same trades, or to that particular branch of industry known as *car building*, which requires the services of various mechanical tradesmen. For it is not to be expected that all the prisoners who pass through the Central Prison will, when discharged, be occupied in car-building. Some will be carpenters, blacksmiths and foundrymen; others will be painters, upholsterers and cabinetmakers; each man following and exercising the particular trade he may have acquired a knowledge of when in the prison. In this way they will all be absorbed into the various industries of the country, without materially affecting any particular trade. Had the manufacture of boots and shoes, furniture, or any industry requiring only one distinct trade, been adopted, then there might have been some ground for complaint from mechanics employed in these trades, but as it is there is none.

And when we consider that over twenty-five per cent. of the number of prisoners sentenced to the Common Gaols during the past year were mechanics of various kinds, many of them workers in iron, wood and metals, who, if not in prison, would have been all engaged in their respective trades, the objections raised against the utilization of prison labour in the manner proposed are utterly groundless.

Now that the most important, and at the same time most difficult problem, in connection with the Central Prison scheme has been so satisfactorily solved by the provision of appropriate and remunerative employment for every prisoner sentenced to it, the next most important question that presents itself for settlement is, what class of prisoners shall be sentenced to the Prison? To determine this, we must first ascertain the number of male prisoners now sentenced to the Common Gaols of the Province, and the periods of their sentence—all of which information is given in the following table:—

NAME OF GAOL.	Number of Men sentenced to Gaols for the year ending 30th Sept., 1873.	Periods of Sentence.									
		30 days and under.	For one month and up to two months.	For two months and up to three months.	For three months and up to four months.	For four months and up to five months.	For five months and up to six months.	For six months and up to one year.	For one year to any period under two years.	No. sentenced to the Common Gaol for two years.	No. sentenced to the Penitentiary for two years.
Brantford	133	65	49	17	2	.....	.....	.....	.....	.....	.....
Barrie	113	90	13	5	1	.....	4	.....	.....	.....	.....
Berlin	13	8	3	2	.....	.....	.....	.....	.....	.....	.....
Brampton	44	33	4	3	2	1	1	.....	.....	.....	.....
Brockville	73	49	12	10	1	1	.....	.....	.....	.....	4
Belleville	76	50	19	3	3	.....	.....	1	.....	.....	.....
Cayuga	28	21	5	2	.....	.....	.....	.....	.....	.....	1
Cornwall	23	19	1	1	1	1	.....	.....	.....	.....	.....
Carried forward											

Number of Male Prisoners, &c.—*Continued.*

NAME OF GAOL.	Number of Men sentenced to Gaols for the year ending 30th Sept., 1872.	Periods of Sentence.									
		30 days and under.	For one month and up to two months.	For two months and up to three months.	For three months and up to four months.	For four months and up to five months.	For five months and up to six months.	For six months and up to one year.	For one year to any period under two years.	No. sentenced to the Common Gaol for two years.	No. sentenced to the Penitentiary for two years. &
Brought forward											
Cobourg	8	.....	2	.....	3	.....	3	.....	.....	.....	6
Chatham	80	45	12	11	7	.....	.....	4	1	.....	3
Goderich	19	3	8	7	1	.....	.....	.....	.....	.....	.....
Guelph	49	28	16	.....	.....	.....	4	.....	.....	1	.....
Hamilton	516	215	239	34	12	5	11	.....	.....	.....	1
Kingston	171	73	89	5	1	1	2	.....	.....	.....	.....
London	137	55	31	30	11	2	.....	3	5	.....	2
Lindsay	36	21	10	4	.....	.....	1	.....	.....	.....	1
L'Orignal	5	2	3	.....	.....	.....	.....	.....	.....	.....	.....
Milton	7	1	1	4	1	.....	.....	.....	.....	.....	.....
Napanee	25	6	16	.....	2	.....	1	.....	.....	.....	2
Ottawa	219	174	22	15	5	2	.....	1	.....	.....	.....
Owen Sound	34	18	.....	12	2	.....	1	1	.....	.....	1
Perth	19	13	6	.....	.....	.....	.....	.....	.....	.....	.....
Picton	8	3	5	.....	.....	.....	.....	.....	.....	.....	.....
Pembroke	35	3	27	5	.....	.....	.....	.....	.....	.....	.....
Peterboro'	48	26	17	3	1	1	.....	.....	.....	.....	4
Simcoe	38	26	4	7	1	.....	.....	.....	.....	.....	.....
St. Catharines	79	19	26	24	5	3	.....	2	.....	.....	2
Sarnia	59	39	8	6	3	1	.....	1	1	.....	.....
Stratford	31	13	9	4	1	.....	3	1	.....	.....	2
Sandwich	107	57	26	17	1	.....	2	1	3	.....	2
St. Thomas	10	.....	5	4	.....	.....	1	.....	.....	.....	.....
Sault Ste. Marie	11	1	10	.....	.....	.....	.....	.....	.....	.....	10
Toronto	828	321	363	77	24	8	.....	32	3	.....	.....
Walkerton	10	2	5	1	1	.....	.....	.....	1	.....	.....
Woodstock	26	13	5	3	2	1	1	1	.....	.....	.....
Welland	92	32	4	1	2	.....	2	.....	1	.....	.....
Whitby	35	19	7	4	3	2	.....	.....	.....	.....	.....
	3245	1613	1082	321	99	29	37	48	15	1	52

Accepting the statistics above given, respecting the number of prisoners sentenced to gaols, and their periods of sentence, as a standard for our future guidance, we find that 3,245 prisoners were sentenced to all the gaols of the Province for the year ending 30th September. No less than 2,695 of these prisoners were sentenced for periods under *two months*, and who, under the terms of the contract entered into with the Car Company, would not be eligible to be sent to the Central Prison. The number sentenced for periods over two months was 553, in addition to which number, 52 were sentenced to the Provincial Penitentiary for two years, making 605 prisoners who would—as respects period of sentence—be proper subjects for the Central Prison.

But when we consider that, of the 2,695 prisoners committed for terms under two months, fully one-third of them were sentenced from twice up to six times during the year, and who, if a properly organized industrial prison had been in operation, would, *or at any rate should*, have been sentenced for periods varying from two to twelve months—it will at once be seen that in place of having only 605 prisoners to select from for transfer to the Central Prison, there would have been upwards of 1,500.

I have frequently reported upon the desirability of sentencing such prisoners for longer periods, in order that the requisite means may be used, and influence exercised

for their reformation, which, under the present system of sentencing for short periods cannot be done.

If however, we look at the matter from the ground of public economy, it will be seen in a moment that after the second or third re-committal of such prisoners, and when the line has been crossed that separates the real criminal or habitual offender from the first crime or the accidental offence, that such men become a constant charge upon the public funds. Not only is this the case in respect of their support when in gaol, but the expense of *repeated* trials becomes a very serious charge upon the criminal administration fund. I have little doubt, that if the expenditures of the past year, for criminal prosecutions in all its branches in respect of Courts, Queen's Counsel, Juries, and all the other sources of criminal expenditure, were carefully analyzed, that it would be found that nearly, if not quite half the amount was expended for the trial and conviction of *habitual* criminals and offenders. And in estimating the good that an industrial prison will accomplish, or the saving that it will effect in the utilization of prison labour, it is proper and right that this should be taken into consideration.

Besides the habitual offenders above referred to, there is another class, and not an insignificant one either, in point of numbers, many of whom composing it would be proper subjects for this prison. During the past year one hundred and twenty-four persons were sent to gaol for want of sureties to keep the peace: an examination into the nature of the breaches for which they were required to find sureties, shews that the largest proportion were husbands who had been committed for beating their wives. In nearly every case, an offence of this kind merits more severe punishment than being permitted to lounge, sometimes for months, in utter idleness in the corridors of a common gaol, until a general gaol delivery sets him free. I therefore think that a good many of this class should be sent to the Central Prison.

An additional reason is furnished why a greater number of prisoners now sentenced for short periods to the gaols, should be sent to the Central Prison, in the nature of the callings or occupations of such prisoners. We find on an examination of the gaol statistics of the past year, that the following trades were represented in the persons of the prisoners committed :—

Workers in Iron, Brass, &c.		
Blacksmiths	82	
Moulders	67	
Machinists	65	
Plumbers	6	
Tinsmiths	21	
		241
Workers in Wood.		
Carpenters and Joiners	193	
Cabinet Makers	18	
Carriage and Waggon Makers	20	
Coopers	30	
Millwrights	5	
Woodturners and Wheelwrights	7	
Ship Carpenters	13	
		286
Other Trades.		
Broom, Basket and Brush Makers	14	
Brickmakers and Bricklayers; Stone Masons, Stone Cutters and Plasterers	129	
Boot and Shoe Makers	173	
Harness Makers	22	
Painters	90	
Printers	41	
Tailors	90	
		559
		1,086

In addition to the trades above enumerated, upwards of five hundred other prisoners were possessed of a sufficient amount of intelligence and ingenuity, although not mechanics, to have rendered themselves useful in shops and yards of the kind that it is proposed to establish in the Central Prison.

Altogether it is perfectly safe to say that there were not less than 1,000 sentenced prisoners, who passed through the common gaols of the Province during the past year, who would have been proper subjects, in all respects, for sentence to an industrial prison.

Respecting the mode of commitment to the Central Prison, there are two methods pointed out in the Central Prison Act.

Section 15 provides that every Court of Criminal Jurisdiction in the Province, before whom any person shall be convicted of an offence punishable by imprisonment in the Common Gaol may, after the Central Prison is opened, sentence such offender to imprisonment in it, instead of the Common Gaol of the County where the offence was committed or tried. And Section 16 provides that every person convicted before one or more Justices of the Peace, or by a Police Magistrate, of any offence cognizable by Justices or Police Magistrates, and for which punishment by imprisonment in the Common Gaol may be awarded for any period not less than fourteen days, and committed to a Common Gaol for such conviction, may be removed and transferred by order of the Provincial Secretary from such Common Gaol to the Central Prison, and there be imprisoned for the unexpired portion of his sentence to the Central Prison, instead of the Common Gaol of the County.

Having regard, therefore, to the fact that the contract entered into with the Canada Car Company requires that prisoners shall not be sentenced to the prison for less periods than two months, and that the prison itself is eminently an *industrial establishment*, it is clear that the law must be amended to conform with these provisions. Men committed to the Central Prison must be able to perform an ordinary day's work, and those who are temporarily incapacitated for this should remain in the Common Gaol until they are able to work. In fact Common Gaols must act as *feeders* to the Central Prison.

To accomplish this I would respectfully recommend—

1st. That the law be amended to enable, in certain cases, persons now committed to the Common Gaols for want of sureties to keep the peace, to be transferred to the Central Prison.

2nd. That the 15th section of the Central Prison Act be amended to provide that before a prisoner is sentenced to the Central Prison from any Court of Criminal Jurisdiction in the Province, such prisoner shall be certified by the gaol surgeon, to the satisfaction of the judge, to be able to perform an ordinary day's work.

It will also be necessary to devise some cheap but prompt method of transferring prisoners from the Common Gaols to the Central Prison, either by the appointment of an officer to be attached to the prison staff, whose duty it shall be to effect the transfer, or by the means now used for that purpose, at reduced rates of compensation to the local officials performing that service.

Buildings.

Some alterations from the original design of the workshops were found to be necessary, as soon as the class of industry had been determined. The extent of workshop space was, however, fixed by the requirements of similar industrial establishments, both in this country and the United States.

Instead of a warehouse for manufactured goods, which the specifications called for, a foundry has been erected at considerable additional expense. It will be necessary to place in this building all the fixtures required for such a shop, such as cupolas, furnaces, hoists, &c.

The second floor of the south workshop has been left out, although provision is made for replacing it at any time that it may be found necessary to do so.

In addition to these alterations, the following additional work will require to be done :—

1st. The extension of the yard walls to the west 400 feet, so as to obtain the requisite amount of yard space. This yard will require to be subdivided by a wall so as to separate the ordinary working yard from that used for lumber and material ; which otherwise might be used by the prisoners to effect escapes.

2nd. The construction of railways to the workshops from the main railway lines passing the prison grounds, with the necessary sidings, turn-tables, &c.

3rd. The construction of a picket fence to surround the prison lot, and the completion of the levelling and filling in of the same.

4th. In view of the small additional cost that another tier of cells could be provided for under the same roof, that would furnish additional cell space for eighty prisoners, which if not all required at present, certainly will be in the future, I would recommend that that addition be made to the two dormitory wings.

INSPECTOR OF PRISONS' REPORT.—1872-'73.

Central Prison.

In entering upon a history of the operations affecting the establishment of this Institution since the date of my last report, it will be necessary to subdivide the details under such headings as will render the matters treated of, intelligible; and without regard to the chronological order of events, to carry each such subdivision up to the present time.

From the tardy commencement in spring, and the slow progress during the summer, from the difficulties, obstacles, and delays offered to the proper fulfilment of the work, and it became evident that it was the intention of the contractor to seek better terms by embarrassing the Government by the non fulfilment of his contract, rather than to carry it out with the energy that would be necessary to finish the works according to the terms of his agreement, it was therefore a matter of relief to all concerned in the Central Prison scheme, when the Government assumed control of the works, and undertook to carry out the balance of the contract. Since that time the progress has been very rapid; so much so, that it is probable but little time will be lost in the fulfilment of the contract for labour with the Canada Car Company, which should commence on the 1st January. Of the causes that preceded the resumption of the works by the Government, I have no occasion to speak, as they will, no doubt, be detailed in the report of the Hon. the Commissioner of Public Works; but, that there was no necessity for the contractor's delays owing to scarcity of labour or material, is clear, from the fact that buildings of nearly equal magnitude, and which were commenced at the same time, have long ere this been completed and occupied. The possibility of the completion of the buildings for the use of the prisoners by the contractor, grew less as the season advanced, and as the time came near for the fulfilment of the contract with the Canada Car Company, it became evident that the Government must prosecute the work on its own account, or fail to fulfil their contract. Accordingly, since the 15th. September, the work has been carried on under Government, and the greatest energy displayed in every department; the staff of workmen almost doubled, and every effort made to compensate for the loss of time entailed by the want of energy on the part of the contractor. But at so late a date it is found to be an impossibility, even under the most favourable circumstances, to finish the buildings by the time appointed; and estimating that the works are completed by the 1st February, due regard for the health of the prisoners will prevent their occupation before the cells and dormitories are thoroughly dry. This will take a longer time, as a part has been built during the winter season.

Alterations and Additions.

In the original scheme for the Central Prison, in which the present establishment formed a part of a system of three, it was obviously unnecessary to prepare for a large number of prisoners. But since it became a *Central* Prison for the Province *in fact;* and the scheme of erecting others in the Eastern and Western sections of the Province was abandoned; it became evident that a large number of prisoners must be provided for, and that increased yard and workshop accommodation would be required, beyond that intended in the original plans and specifications. With this view I had the honour to recommend, in my last annual report, that an additional tier of cells, eighty four in number, should be erected in the dormitory wings. This alteration made while the work was in progress, and under the same roof as

that of the cells originally designed, would entail a very small increased expenditure, compared with that which would require to be made, if an additional building containing the same space were to be erected. The estimated difference of cost may be stated as follows:—

Cost of 250 cells, as per contract, workshops, and yard-space, say..... or $1,248 00 per prisoner.	$312,000
Cost of additional 84 cells..... or $210 00 per prisoner.	17,662

Not only was this increased cell space desirable, on account of the probable requirements of the Province, but the increased number of prisoners would decrease the cost *per caput* in maintenance, while the revenue from the labour would be increased.

These considerations led me to urge upon the Government the advisability of providing this increased cell space, and an appropriation was made by the Legislature for the purpose. This plan has been carried into effect, and cell accommodation is now provided for 336 prisoners. This, it is expected, will be sufficient for some years.

The proposed method of fastening cell doors and locks, being in my opinion inadequate, I urged upon the Government the necessity of having solid jambs of cut stone inserted in door openings, instead of mere blocks, for the fixture of locks and hinges. The fact is obvious that a prison, if built at all, should be built securely, and any avenue of escape guarded against; especially in a prison designed to contain so large a population as the Central Prison. To effect security, expense must be, in a certain degree, a secondary consideration; and although the expense of cutting stone for these door-jambs has been considerable, yet I am convinced that the expenditure was necessary, and, therefore, unavoidable.

Believing that the presence of an hospital in the centre of a building containing a large number of inmates, would be in the highest degree injurious and improper, I have recommended that the rooms designed for hospital purposes, in the upper part of the centre building, shall be appropriated for the purposes of Chapels and School-rooms, and that a small isolated building should be set apart for Hospital uses.

For this purpose I have recommended that a building 20 × 60, two stories high, shall be erected in a suitable position, containing, on the lower flat, a surgery, surgeon's room, and attendants' room, while the upper flat is devoted to the use of the sick. As no provision was made in the original plans for a bakery, I have recommended that a bakery be constructed, with sufficient ovens to provide bread for 350 persons daily. As it may be found necessary for the discipline and safety of the prison that a portion of the guards and warders shall reside in the prison, I have recommended that the rooms in the centre building, formerly intended for School-rooms, &c., shall be partitioned off, and prepared for guards' apartments.

I have recommended that a laundry and bathing-room shall be constructed under the same roof as the bakery. The laundry will require sufficient provision in the shape of washing machines, &c., for the use of 350 prisoners; and the bathing-room to be provided with tubs adequate for the same number.

It will also be necessary that appropriations be made for the erection of a gate-house and stables, and for fencing, ornamentation, levelling, road-making, &c., in front of the building. For these purposes detailed estimates will be prepared.

The above constitute all the alterations and additions which have been made, or are necessary to complete the interior or domestic economy of the establishment.

As it was necessary before deciding upon the structural arrangements of work shops, &c., that the character of the industry to be adopted should be determined upon, much of the detail of such arrangements was purposely left in abeyance in the original plans. When, however, the contract was entered into with the Canada Car Company, it became necessary to model these workshops according to the requirements of the trades for which they were to be employed, and in some cases to entirely alter their original intention.

In the case of the building intended for a warehouse for manufactured goods, but altered to a foundry, the greatest changes occurred. But the arrangement of this building had been specially postponed by the Hon. Mr. Carling, in order that the necessary alterations might take place, if any were required, on the industrial occupation for the Prison being settled. The various alterations of this and other buildings, erroneously ascribed to the contract with the Canada Car Company, would in a greater or lesser extent have been required in the pur-

suit of any industrial occupation. Had the manufacture of cabinet ware, wooden ware, boots and shoes, or a foundry and machine shop, been adopted, it would have been necessary that the requisite plant and machinery for these trades should have been placed in the buildings, and that the buildings themselves should be altered or modified to suit the trade. These alterations, therefore, were simply the structural re-arrangement of the workshops, plant and machinery consequent upon the decision as to what industrial occupation should be followed in the prison, and not the result of any peculiar contract or arrangement with the Canada Car Company.

The industrial occupation adopted is peculiarly suitable for a prison. The operations of the Car Company will comprise the union of eight distinct trades, in addition to the use of machinery suitable for those trades, and the application of the whole to the art of car building. Thus prisoners will learn not only car building as a separate trade, but the individual trade upon which they are engaged, and the use of machinery applicable to their work. The advantage of such a mechanical education to the prisoner is obvious. Again, on their discharge, they will not interfere with one particular class of tradesmen, as would have been the case if employed as cabinet-makers, shoemakers, or any industry requiring only one distinct trade.

For the alterations necessary for the technicalities of the trades to be carried on in the prison, the sum of $26,653 33 was appropriated by the Legislature during the last Session of Parliament. But this amount was the estimated sum necessary for the completion of the work, based upon the original schedule of prices made with the contractor, and who refused to carry out the work at those prices, alleging the increased cost of labour and material. It was therefore necessary, in order to keep the expenditure within the appropriation, that such changes and modifications should be made in the plans as would reduce the cost of the alterations to a minimum, and leave a balance to meet the increased cost of the main buildings and dormitories, for which no provision had been made With this view, a letter, of which the following is a copy, was addressed by me to the Hon. the Commissioner of Public works, on the 27th April last, recommending that a brick and wooden boundary be erected instead of the stone wall originally contemplated; that certain alterations be made to concentrate all buildings to be used by prisoners within the prison walls; and that the Canada Car Company should be authorised to carry out certain works in connection therewith :—

Office of Inspector of Asylums, Prisons, &c.,

Toronto, April 27th, 1873.

Sir,—In consequence of the insufficient appropriation made by the Legislature for the additional buildings and works at the Central Prison, caused by the under estimate of the Engineer and Architect of Public Works, it will be necessary to make certain changes in buildings and premises in order to keep the expenditure within the appropriation.

If it is considered advisable by the Government to effect this object by a modification of the plans, I am of opinion that it can be done without materially affecting the completeness of the prison premises, and yet at the same time meet the wishes of the Canada Car Company.

In making the following suggestions, it must be understood that I still adhere to the opinions formerly expressed by me, as to the superiority of stone over brick or wooden boundary walls, or in respect to other structural changes over those originally recommended ; but my propositions must be regarded as concessions made with a view of overcoming the difficulties encountered in carrying out the original plans.

These suggestions may be classified under two heads, viz. :—

1st. Those directly affecting the management and discipline of the prison, and

2nd. Those affecting more directly the interests of the Canada Car Company.

With regard to the first named, the most important, and that which will effect the greatest saving, is the substitution of a brick for a stone boundary wall. The original appropriation was $15,000 00 for the erection of a stone wall. When the adoption of trades was decided upon, an additional vote of $25,206 00 was made for the extension of the stone boundary wall, in all $40,206 00. In his communication of the 18th ult., however, the contractor states that it will require some $16,000 00 in addition to this amount to complete the wall under the increased schedule of prices he demands. Under these circumstances, and in view

of the fact that nearly all the yard walls of prisons in the United States are built of brick, it is a question for consideration whether the enclosed space should not, for economical reasons, be divided into two compartments, the one comprising the prison buildings proper, workshops, airing yards, &c., to be surrounded by a *brick* wall, the other containing lumber and material for the workshops; to be surrounded by a wooden structure. The brick wall to be twenty feet high with a stone coping, and the wooden wall a framed structure fifteen feet high; it being understood that the lumber-yard should be used only at stated times and that the prisoners who entered it should be under proper guards. The cost of such walls, the dimensions of which are shown upon the accompanying plans, would be as follows, viz:

Brick wall, buttresses, caps and coping..	$17,883 40
Framed wall	1,643 44
Making a Total of	$19,526 84

Or say $20,000 in round numbers, which being deducted from the amount appropriated would leave $20,206 to the credit of the appropriation for other purposes.

There is an appropriation in the estimates for the following purposes, viz:—

Laundry, wood and bucket sheds	$ 3,000 00
Coal and wood-sheds, 140 x 40	6,000 00
Brick building (for water-closets), and water and soil pipes, for same..	1,500 00
Amounting in all to	$10,500 00

As wood will not be used for heating purposes, and not more than 700 tons of coal required annually, I do not consider that there is any necessity for so much fuel shed-space. Again, as the supply of coal will be delivered from cars on one track only, I think that 22 feet would be a sufficient width, and, therefore, a shed 100 x 22 would contain the year's supply of coal.

Provision is made for building a laundry, 60 x 26, with a shed attached, 30 x 15. The laundry may be reduced in size to 45 x 26, and the shed entirely abandoned as it will be of no use.

It is obvious also, that the bucket shed should be attached to the water closet building, and should simply be in extension of the same. Not having seen the plans for the water closets, I am not able to say whether the internal arrangement is satisfactory or otherwise, but it is clear that a sufficient fall cannot be had into existing drains from its present position on the ground plan.

I should therefore suggest that the prison coal shed (100 x 22) be placed upon the site now marked "laundry" upon the ground plan, and that laundry, water closets, and bucket shed be placed in a suitable position near the south workshop.

These buildings, of reduced dimensions, will cost about $6,000, effecting a saving of say $4,000 on the appropriation for the purpose; altogether a saving on Capital Construction Account of say $24,500.

I would now call your attention to the changes more materially affecting the Canada Car Company. In the original plans, the drying kilns, railway and turn-tables are placed in the outer yard, which was also to be used as a lumber yard. This would entail the employment of a large number of prisoners constantly, with considerable risk and increased cost of supervision. The Company also proposed to erect, in the outer yard, sheds for trip hammers and wheel-sheds. This would also, in my opinion, be attended with great danger, so far as the custody of prisoners is concerned. On representing the matter to the manager of the Canada Car Company, I received from him the following propositions, viz:—

That he was prepared to accept two framed balloon sheds, coal bunks, and one drying kiln, *in lieu* of three brick coal sheds, an iron shed, and *two* drying kilns mentioned in the estimates; all of the buildings being placed *within* the Prison Yard proper.

The buildings he asks for, would cost, say	$4,800 00
And additional foundation to machinery	2,400 00
	$7,200 00
The cost of the buildings to be abandoned estimated at $2,300 00 but would cost, say	3,500 00
This would involve an increase of	$3,700 00

for the benefit of the Company. But the Company claim that it will be placed at considerably increased expenses in not being able to use the outer yard in the manner indicated in the original plans furnished by the department. The manager of the Company indicates, however, a manner in which considerable saving could be effected in other works in which they are directly interested. If correct, it becomes a question whether it would not be for the interest of Government to allow the Company to perform certain works for the sum named in the estimates, with the understanding that in certain cases other and more requisite works may be substituted for those named in the estimates. Towards this object Mr Baines has prepared a statement, and submitted the following proposition, viz :

The statement, hereunto annexed, shows that the structural changes and works required would cost at the estimated figures	$25,260 98
And that appropriation for such works only amount to	23,958 00

I am of opinion that if the Canada Car Company will undertake to perform all the work and furnish the articles named in the statement referred to, amounting to $25,260 00 according to detailed specifications of such works and articles, to be prepared and approved of by you, it would be better for the Government to pay over to the Company, the sums named in the estimates amounting to $23,958 00 for the proper completion of the works, without farther liabilities.

In this way the sum of $24,500 00 would be left in the hands of Government to complete the prison in all respects This should be ample to cover all increased cost, whether of additional work, or deficiencies in estimate, not provided for in the estimates of the Engineer and Architect of Public Works.

I have, &c.,

(Signed) J. W. Langmuir,
Inspector.

Statement referred to in within letter showing the various alterations and additions provided for in Estimates, with the amount voted therefor by the Legislature, together with statement of machinery, fixtures and buildings proposed to be erected by the Canada Car Company *in lieu* of, and for the appropriation made for the above named alterations, &c.

Alterations estimated for, viz :—

Cranes	$1,600 00	
Machinery and furniture	7,000 00	
Alterations, north workshop	1,000 00	
2 Drying kilns, 40 x 32	1,000 00	
3 Coal sheds, 40 x 20	900 00	
Iron shed, 80 x 10	400 00	
Railway switch, 150 yards, &c	1,200 00	
Railway switches, turn-tables, &c	5,678 00	
Track-laying, &c	5,171 00	
		$23,958

Alterations, additions, &c., proposed to be substituted by Canada Car Company.

2 Fans, alterations of brass foundry, furnaces and ovens, troughs, and 2 hoists		5,550 00	
4 Cranes		750 00	
Foundations for machinery in No. 2 shop		2,400 00	
4 Cranes in foundry		750 00	
Drying kiln		500 00	
Alterations in north workshop		750 00	
Coal bunks		300 00	
Frame sheds, Nos. 1 & 2		4,000 00	
Tracks, complete		8,817 98	
4 Large turntables		1,440 00	
4 Turntables for hand Cars		500 00	
		$25,757 98	
Deduct—Turntables	$360 00		
" Track from do	137 00	497 00	$25,260 98
Difference in Estimate			$1,302 08

In conformity with the suggestions contained in my letter, specifications were prepared by the Public Works Department, and a contract entered into with the Canada Car Company, for the proper fulfilment of the works mentioned in their schedule, for the sum of the appropriation for such works.

The recommendations for the substitution of a brick and wooden boundary wall in lieu of stone was also carried out, together with the various alterations suggested in connection with laundry, coal sheds, &c.

On the 4th July, the following letter was addressed to me by the Managing Director of the Canada Car Company, urging the advisability of placing in the prison grounds such rolling mills as might be suitable to prepare iron for their manufacture. This letter was submitted to the Honourable the Provincial Secretary, with my remarks upon its desirability, and suggesting certain conditions, should the request be complied with. This letter is also attached.

CANADA CAR COMPANY,
TORONTO, July 4, 1873.

J. W. LANGMUIR, Esq.,
Inspector of Prisons, Asylums, &c., Toronto.

DEAR SIR,—On the part of this Company, I beg to suggest to you the advisability of placing in the prison grounds, in No. 1 shed, such rolling mills as will be suitable to prepare iron for the manufacturing of cars and other work that we shall be doing; inasmuch as there will be a large amount of ordinary labour connected therewith—such as loading, unloading, and preparing the iron for the furnaces, which will be suitable to unskilled labourers, such as many of the prisoners will necessarily be. I shall be glad to receive your sanction therefore to introduce the said rolling mills, and *skilled men* as *heaters* and rollers into the prison grounds, and by obtaining this sanction, we shall be able to make use of about thirty prisoners at this work.

Should you assent to this, it will necessitate the altering of the curves on main line running through the prison grounds; also the lengthening of the two side boundary walls about twelve feet each.

I will thank you for an early answer to this.

Remaining, dear Sir,
Yours truly,
HUGH BAINES.

OFFICE OF THE INSPECTOR OF ASYLUMS, PRISONS, &c., ONTARIO,
TORONTO, 5th July, 1873.

The Hon. T. B. PARDEE,
Provincial Secretary.

SIR,—I have the honour to transmit herewith the application of the Canada Car Company, for leave to introduce into the Central Prison industries, the machinery and plant necessary to carry on a rolling mill for preparing iron for the manufacture of cars.

While I do not think that, at the present time, it would be desirable or advisable to establish within the Prison a rolling mill on a large scale, requiring a large number of prisoners, as the introduction of such labour into an "Adult Reformatory" might be prejudicial to the aim and object of the Institution; still I do not think a rolling mill, of the kind indicated in Mr. Baines' application, can be in any way injurious to the discipline or interests of the Central Prison, particularly as Mr. Baines states that the prison labour required in connection with its working will be mostly of an ordinary kind. Under these circumstances I would respectfully recommend that the Company be allowed to introduce the rolling mill upon the following conditions, viz. :—

1st. No night work to be allowed in the rolling mill, but the usual prison hours to apply to that department.

2nd. The *heaters* and *rollers* required in the mill to be skilled men, not being prisoners, except with the consent of such prisoners, and the Inspector of Prisons.

3rd. The total number of prisoners to be employed in and around the rolling mill not to exceed thirty, unless with the consent of the Inspector of Prisons, previously obtained, and in writing, and the proportion of skilled workman not being prisoners, not to exceed one to every three prisoners so employed.

Should my recommendation be taken into consideration, I beg to inform you that it will necessitate the extension of the yard wall twelve feet to the west.

I have the honour to be, Sir,
Your obedient servant,
J. W. LANGMUIR,
Inspector.

On the 7th July, 1873, the following letter was addressed by me to the manager of the Car Company, by direction of the Hon. the Provincial Secretary :

OFFICE OF INSPECTOR OF ASYLUMS, PRISONS, &C.
TORONTO, 7th July, 1873.

SIR,—I have the honour to acknowledge the receipt of your letter of the 4th, asking consent to introduce a rolling mill into the Central Prison Industrial Shops, for the purpose of manufacturing iron for car construction.

In reply thereto I have to advise you that Government consents to the proposition contained in your letter, subject to the following conditions, viz. :—

1st. No night work to be allowed in the rolling mill, but the usual prison hours to apply to that department.

2nd. The heaters and rollers to be skilled men, not being prisoners, except with the consent of such prisoners and of the Inspector of Prisons.

3rd. The total number of prisoners to be employed in and around the rolling mill not to exceed thirty, unless with the consent of the Inspector of Prisons, and the proportion of skilled men, not being prisoners, not to exceed one to every three prisoners so employed.

To enable the frame building in which the rolling mill is to be placed to be enlarged, I have to inform you that the Hon, Commissioner of Public Works has ordered that the prison wall should be extended twelve feet to the east.

I have the honour, &c.,
J. W. LANGMUIR,
Inspector.

It will be necessary to construct a bridge over the crossing of the railways, in order to ensure free access to the Prison premises, and for the avoidance of accidents.

The completion of the various works and buildings will render the Central Prison the most complete Industrial Prison on the Continent; not only with regard to the interior accommodation, and the cubic feet of air space contained in each cell, but with regard to the arrangements of workshops and offices. A minute examination having been made of a large number of such Institutions in the United States, the errors and defects in their constructive arrangement have been avoided, and the whole system of construction based upon the most approved models.

Furniture and Furnishings.

In providing the furniture for cells in this Institution, much care has been taken as to its selection, in order to ensure its being of a suitable description. The cells being of sufficient size (5 feet by 8 feet), it was considered advisable that an iron bedstead, of approved pattern, should be obtained in preference to the ordinary stretcher. Samples of a suitable description having been furnished, a selection was made, and approved by the Hon. the Commissioner of Public Works, and 250 bedsteads ordered at a cost of $6.00 each.

As it was desirable that straw ticks should be used instead of mattresses, a supply of ticking was procured, and the ticks manufactured.

It was also considered desirable, as a saving of time, that the prisoner should be allowed to wash in his cell, and a corner washstand having a bookshelf above, was designed, and approved by the Hon. the Commissioner of Public Works, and the requisite supply ordered, at a cost of $1.65 each.

Blankets, sheeting, pillow casing and rugs have also been procured, and are in course of preparation for use when the Prison opens. The requisite supplies of galvanized iron basins, wooden night buckets and water piggins have also been procured. The two latter were manufactured at the Provincial Reformatory at Penetanguishene.

It will be seen, therefore, that the cell furniture is of the most complete description, and suitable for an Industrial Prison, the inmates of which are, to a certain extent, earning their livelihood.

Benches, tables, and the necessary dishes, plates, knives, forks, &c., have been procured for the dining room, of good quality and in sufficient quantity.

The kitchens will be provided with cooking apparatus of the most complete description, comprising steam jacket kettles for soup and vegetables, tea and coffee boilers, and a six-foot range with broiler, for roasting and broiling. These arrangements are calculated to supply the full capacity of the prison, and are selected both for economy and efficiency, examination having been made into the cooking arrangements of similar Institutions in the United States.

The furniture and fittings for the other departments of the Prison, including the Warden's apartments, have been selected, and will be ready when the prison is completed.

As the laundry is not yet erected, no provision has been made for fittings and appliances, for which an appropriation will be required.

Clothing.

Cloth has been selected and approved by the Hon. the Commissioner of Public Works, and a supply of clothing necessary for the first requirements of the Prison manufactured. This will consist in winter of a suit of reddish brown etoffe with yellow collar, and a cap of the same material a woollen undershirt, and a shirt of waterproof tweed. All articles of clothing will be marked C.P. in prominent positions. The half boots, of excellent quality, have been manufactured at the Institution for the Education of the Deaf and Dumb, Belleville.

All preparations are, therefore, made for the occupation of the buildings at the earliest possible date consistently with the health of the prisoners, and it is hoped that no untoward event will prevent this desirable consummation at the date specified.

Design of the Central Prison.

The circumstances leading to the establishment of a Central Prison for the Province having been fully detailed in my previous Reports, it is unnecessary to recapitulate them; but they will be more easily realized and understood after a critical examination of the Gaol statistics that form a part of this Report. We find by these tables that 7,877 prisoners were

committed during the year to the various Common Gaols of the Province, of which number 6,068 were males, and 1,809 were females. Government having decided that the Central Prison should be for male prisoners only, my remarks in this relation will have reference to that class alone. It will be found, on examination, that of the 6,068 males so committed to Gaol, only 3,919 *received sentence*. The remainder were, upon trial, found not guilty, and discharged from custody, or were fined and dismissed, or were merely committed to gaol for safe keeping, and not for the commission of crime. This latter and larger class comprised persons of unsound mind, debtors, witnesses for the Crown in criminal cases, and persons committed for want of sureties to keep the peace. And in this relation, let me remark upon the frightful injustice committed upon the class of unconvicted prisoners by the want of classification in our common gaols. In many cases they are schools of vice rather than of reform. They corrupt the young, render shameless and hardened the older offenders, and contaminate by their associations those whom circumstances may force within their walls, but who are guilty of no crime. In the language of the Ohio Board of Charities, taken from their Report of 1871:—

"Our gaols are and always must be, as now conducted, nurseries of crime; but with separate confinement for prisoners awaiting trial, and *hard work elsewhere* for those convicted and sentenced, it is believed that the gaols might be much improved, while their expenses would not be materially increased, and might, perhaps, be diminished. It is not right that those who are simply accused of crime, both the innocent and the guilty, the young as well as those steeped in crime, should be doomed to an imprisonment more demoralizing and brutal than confinement in the penitentiary; but such is the fact in reference to most of the gaols of Ohio."

This description, in a certain degree, applies to the gaols of Ontario, in many of which, from want of room or from faulty arrangement, no proper classification can occur. In them, the sane and insane, the suspected and convicted, the hardened criminal and the child, the guilty and the innocent, are mingled together in the same wards and corridors. In such an atmosphere it is impossible to escape from moral contamination. Spending their time in enforced idleness, without occupation for mind or body, the coarse and wicked natures soon overpower the pure and the innocent. Especially to young lads is this association dangerous, and it is to be feared that the novice upon entering the gaol becomes the hardened criminal upon his discharge; having received his education in crime while residing in the gaol. This matter has, however, been commented upon elsewhere.

To resume consideration of the gaol statistics. The total number of male prisoners *sentenced to hard labour* during the year, has been 3,919. No provision exists or can exist, in our county gaols, for the carrying out of this sentence within the prison walls. Had such means existed, the necessity for a Central Prison would have been obviated. But the experience of this and other countries, showed the impracticability of employing prisoners so senteneed in an useful or profitable manner, in county gaols scattered over the Province. The unprofitable manner in which the 3,919 prisoners, senteneed to hard labour, were employed in gaol during the past year, is shown in the fact that although the united period of gaol custody of these prisoners amounted to over 150,000 days, only the sum of $1,737 57 was realized from their labour, or less than *five cents* for the sentence term of each prisoner. The necessity for some Central Prison where this labour could be successfully and profitably employed, being clearly established by this fact alone, I will proceed to the analysis of the gaol statistics for the year, to show the class of prisoners, and the numbers that are likely to be sent to this institution. The periods of sentence can be better estimated from the consideration of the following table, which shows the periods of imprisonment of the 3,919 persons senteneed to common gaol for the past year.

MUNICIPAL STATISTICS

OF THE

PROVINCE OF ONTARIO,

1872.

COUNTIES, CITIES AND TOWNS.

Municipal Returns for the Province of Ontario for the Year 1872.

COUNTIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.			
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.
			$	$	$	$	$	$	$	$	$
Algoma	25,915	152	147,410	23,384	none	930.03	none	none	none	none	none
Brant	218,101	6,320	8,404,047	1,489,464	105,269	15,803	125,917	10,000	512,169	9,229	7,000
Bruce	409,515	6,996	3,300,846	357,012	11,150	92,967.83	2,853	710,200	34,000	.....	.....
Carleton	545,375	5,932	3,510,385	414,215	10,100	1,078	11,225	41,100	.....	.....	4,847
Elgin	444,656	7,122	7,281,290	575,077	12,074	12,524	55,724	240 023	21,812	.....	5,498
Essex	409,887	7,376	4,040,699	350,759	47,630	8,985	108,225	171,494	18,195	3,900	1,755
Frontenac	517,925	5,312	2,429,779	390,542	64,500	9,584	288	218,000	.....	.....	30,650
Grey											
Haldimand	282,796	5,120	3,774,868	468,075	10,525	1,584	62,837	120,000	4,402	.....	241
Halton	332,135	4,536	5,036,544	711,416	14,275	7,069.90	40,574	108,000	.....	.....	723
Hastings	740,157	8,093	3,673,519	356,104	4,400	10,510	81,947	229,400	69,000	.....	205
Huron	803,699	11,877	9,121,398	704,083	48,700	.....	12,000	464,300	55,263	.....	1,000
Kent	560,583	8,659	4,741,818	698,532	19,300	22,239	90,547	56,972	100,000	6,115	11,307
Lambton	668,177	8,245	5,357,443	656,440	36,463	63,648	5,139	65,084	4,800	.....	10,551
Lanark	617,895	6,807	3,340,910	903,490	52,483	3,915	37,815	10,700	.....	.....	.....
Leeds and Grenville	729,012	10,504	5,850,578	545,677	8,860	13,490	140,379	33,850	154,000	.....	11,240
Lennox and Addington	362,252	6,196	3,898,559	360,097	12,550	12,134	148,241	138,800	.....	.....	49,287
Lincoln	195,155	6,742	6,857,293	949,848	143,600	21,460	245,535	166,949	410,198	22,926	21,090
Middlesex	760,940	13,677	10,422,495	785,932	9,790	89,949	309,238	673,288	.....	12,965	50,556
Norfolk	356,206	6,652	4,760,284	481,536	56,947	22,398	72,560	39,700	1,604	.....	.....
Northumberland and Durham	734,176	13,622	9,912,304	1,141,786	37,075	2,917	65,708	45,000	53,965	.....	44,055
Ontario	472,342	9,029	8,255,615	924,584	49,060	11,947	57,132	201,300	.....	.....	11,322
Oxford	477,519	9,512	11,640,616	1,533,742	43,870	16,511	197,510	109,103	20,000	.....	10,160
Peel	291,868	5,653	6,603,961	687,225	32,012	1.059	31,253	114,100	.....	987	2,803
Perth	521,608	8,353	8,515,311	501,649	343,851	4,670	156,752	227,350	473,650	71,658	41,300
Peterborough	743,616	4,854	2,254,207	494,359	10,690	16,221	3,928	42,050	.....	.....	21,375
Prescott and Russell	505,586	4,662	2,088,055	419,095	13,900	1,268	14,415	.....	.....	.....	.....
Prince Edward	238,296	4,686	4,679,334	532,884	31,621	638	28,471	8,850	.....	.....	.....
Renfrew	505,065	5,154	2,670,772	337,887	2,450	1,930	.....	31,250	.....	.....	2,294
Simcoe	1,145,557	13,829	9,419,862	707,803	81,489	12,878	43 069	131,300	2,029	.....	45,503

Stormont, Dundas and Glengarry	775,931	10,582	5,674,599	779,372	44,725	25,939	9,996	400	4,794	.....	1,139
Victoria	675,612	6,670	3,933,580	415,578	18,046	3,632	110,763	166,100	98,800	82,000	33,860
Waterloo	315,133	7,420	8,298,280	1,337,732	132,363	2,356	149,565	161,814	.....	.....	7,619
Welland	226,330	6,012	5,522,466	574,821	70,441	1,095	108,517	32,178	418	.....	1,782
Wellington	772,119	11,837	10,629,993	1,485,927	333,635	4,792	61,250	414,217	.....	120	12,332
Wentworth	273,083	6,454	6,018,778	614,218	29,510	2,213	215,915	83,200	52,000	744	5,406
York	1,044,811	12,225	13,719,985	1,361,630	93,503	7,675	73,419	89,371	.....	.....	8,465
Total	18,699,033	276,872	215,587,883	25,071,975	2,037,757	528,038	2,882,707	5,355,643	2,091,099	210,644	455,364

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of Cities in the Province of Ontario, for the Year 1872.

CITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.			
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.
			$	$	$	$	$	$	$	$	$
Hamilton	2,300	7,709	8,772,060	2,101,470	434,720	199,343.51	1,171,815.87	2,396,049	.....	.....	.....
Kingston	2,300	3,515	3,439,388	858,933	.....	67,375	482,244	323,733	.....	16,400	40,953
London	1,252	4,066	4,779,833	1,068,000	227,900	8,232	1,039,409	554,720	486,059	.....	89,625
Ottawa	1,829	6,000	6,376,000	540,000	445,000	90,000	143,000	652,000	37,113	.....	88,000
Toronto	.....	19,318	24,391,727	6,713,084	1,362,961	237,900	32,077	2,687,384	.....	.....	269,912
Total	7,681	40,608	47,759,008	11,281,487	2,470,581	602,850	2,868,543	6,613,886	523,172	16,400	488,490

MUNICIPAL RETURNS for the Province of Ontario for the Year 1872.—*Continued.*

COUNTIES.	REVENUE.							EXPENDITURE.				
	Rate in the $ imposed for all purposes, including County rate, but not including School rates.	Amount raised for school purposes.	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.
		$	$	$	$	$	$	$	$	$	$	$
Algoma	3-4 ct.	530	1,492	none	none	175	none	none	705	432	none	381
Brant			82,218	none	2,457		60,244	7,168	23,388	11,398	8,175	22,960
Bruce		23,189.36	156,867	51,000	1,110	5,907	42,843	29,936	19,837	11,018	5,540	14,797
Carleton		28.612	80,437		3,170	3,168	9,890	2,400	24,739	8,669	7,324	8,449
Elgin		9,587	113,014	23,628	4,816	9,174	23,046	12,474	17,626	9,494	7,569	14,875
Essex		10,733	77,147	38,811	3,094	6,524	13,169	8,034	5,702	23,035	3,278	31,346
Frontenac		10,229	52,023		2,256	6,807	16,683	6,512	27,059	10,222	9,916	8,337
Grey												
Haldimand		10,307	46,330	8,000	2,527	4,667	45,811	3,184	16,468	6,285	4,044	24,174
Halton		9,644	35,001	1,250	1,635	6,366	6,161	269	17,480	6,312	4,435	9,992
Hastings		12,023	132,754		2,156	12,309	13,324	10,353	25,170	13,316	4,241	15,454
Huron		74,953	183,700	3,600	2,002	7,312	17,306	21,359	84,826	15,181	3,944	52,630
Kent		17,894	78,413	16,550	3,240	4,786	37,636	3,506	21,562	14,782	8,777	40,487
Lambton		39,044	137,242	22,068	3,930	4,447	25,670	4,119	44,882	32,381	6,693	41,783
Lanark		23,527	69,579	6,000	1,205	10,087	8,653	2,389	36,228	8,214	6,232	10,830
Leeds and Grenville		19,734	55,485	7,500	2,724	9,069	21,235	4,373	32,131	13,443	5,575	7,805
Lennox and Addington		16,080	46,351	500	1,897	7,700	6,838	8,345	23,550	14,601	4,184	25,619
Lincoln		21,419	96,465	47,896	2,946	1,456	32,337	10,501	36,052	69,169	8,851	19,033
Middlesex		1,755	233,079	3,994	7,976	8,829	59,315	46,670	30,956	36,088	18,210	39,490
Norfolk		5,572	49,998	3,080	3,306	9,893	8,043	2,372	11,276	8,178	8,005	20,941
Northumberland and Durham		47,212	109,828	900		8,634	14,300	3,057	53,736	10,961	40	19,586
									6,156	900		1,200
Ontario	1 6-10 ct.	20,208	114,223	17,965	2,140	5,180	25,332	17,741	27,722	22,825	7,210	28,699
Oxford		27,524	89,771	6,632	3,297	12,789	15,906	8,246	44,504	13,372	7,040	23,864
Peel		19,843	76,520		1,877	2,840	8,154	6,741	11,453	18,840	4,007	71,412
Perth		44,504	123,468	3,700	1,87	9,814	34,989	14,146	49,750	24,921	7,948	43,358
Peterborough	5 9-25 mil.	25,458	70,364		1,560	6,043	6,355	2,551	21,610	7,255	6,136	16,092
Prescott and Russell		15,070	30,500		786	4,623	2,147		12,262	6,100	3,849	7,272
Prince Edward		8,170	23,444		676	3,676	19,576	559	13,008	9,606	3,457	2,232
Renfrew		324	51,932	900	1,245	4,224	4,859	6,216	12,836	6,691	4,446	10,302
Simcoe		28,042	88,152	3,000		6,787	19,541	6,751	30,394	15,268		27,986

Stormont, Dundas and Glengarry		1,586	37,336		45	1,955	9,556	80	9,775	7,429		14,303
Victoria		18,490	58,571	21,000	1,389	7,102	8,296	10,518	17,246	10,501	6,151	28,366
Waterloo		27,567	106,422		2,603	8,170	22,607	7,909	29,173	11,570	4,773	22,496
Welland		15,424	47,880		2,048	6,636	4,851	988	28,672	12,991	5,648	11,124
Wellington			179,420	22,800	3,374		53,550	29,670	34,756	21,960	7,307	37,702
Wentworth		6,729	83,286	21,000	4,932	4,942	36,516	5,726	17,850	12,164	30,675	8,124
York	1 21-40 mil	40,680	112,611	570	7,590	9,767	26,218	5,653	36,615	38,609	7,359	20,766
Total		681,663	3,131,323	332,344	87,886	219,858	754,161	310,516	957,755	564,181	231,039	804,197

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of Cities in the Province of Ontario, for the Year 1872.—*Continued.*

CITIES.	REVENUE.							EXPENDITURE.				
	Rate in the $ imposed for all purposes, including County rate, but not including School rates.	Amount raised for school purposes.	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.
		$	$	$	$	$	$	$	$	$	$	$
Hamilton	1·45 ct.	44,622.72	199,566.72		734.54	5,907.50	48,387.22	100,249.14	49,727.89	24,885.26	6,893.51	56,436.73
Kingston	15½ mills.	9,961	62,206				18,060	19,452	9,961	8,219	11,321	11,818
London	16 "	15,000	92,375	22,137		4,141	24,896	30,667	18,654	115,929	11,912	30,768
Ottawa	1.51 ct.	24,000	25,000	50,000		2,427 75	32,000	7,000	18,000	12,000	15,000	23,000
Toronto	13¾ mills.	1¼ mills.	468,393	112,200	3,186	6,421	554,116	164,170	78,502	42,364	65,953	127,149
Total		93,583	847,540	184,337	3,920	18,897	677,459	321,538	174,844	203,397	111,079	219,171

MUNICIPAL RETURNS for the Province of Ontario for the Year 1872.—*Continued.*

COUNTIES.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	REMARKS.
	$							
Algoma	none	638	224	137	60	71	88	
Brant	76,805	26,586	19,486	22,335	9,882	8,944	1,941	
Bruce	206,161	50,485	23,345	23,411	12,676	5,691	576	Incomplete.
Carleton	29,077	22,792	18,552	23,162	8,959	7,241	490	
Elgin	30,016	24,857	31,278	32,880	13,810	11,518	1,961	
Essex	58,669	30,196	20,075	20,082	20,442	10,402	2,595	
Frontenac	13,213	22,480	20,271	21,972	6,045	6,681	none ass'd.	
Grey								Statement not received, notwithstanding repeated requests therefor by letter and telegram.
Haldimand	34,329	20,636	23,562	29,822	10,066	8,779	1,950	
Halton	14,686	19,452	12,752	13,257	892	5,813	1,907	
Hastings	45,587	25,632	32,073	27,096	10,581	9,646	121	
Huron	38,870	54,702	54,143	54,450	26,776	17,139	474	
Kent	59,730	34,320	26,389	28,515	21,944	12,389	3,019	
Lambton	50,214	35,887	30,155	32,146	12,445	11,557	2,801	
Lanark	9,331	25,694	27,331	33,081	7,830	7,608	748	
Leeds and Grenville	18,373	41,276	49,539	45,319	13,981	14,159	679	
Lennox and Addington	30,409	18,623	22,697	22,175	6,625	8,250	396	
Lincoln	39,668	27,686	15,704	17,797	7,855	7,308	1,826	
Middlesex	115,734	49,867	46,972	55,589	22,082	16,415	4,351	
Norfolk	17,386	26,309	26,354	24,953	15,084	9,589	2,071	
Northumberland and Durham	24,916	53,591	52,690	55,615	24,435	20,306	3,864	
	200	4,576	5,402	5,819	2,138	2,293	454	
Ontario	50,703	35,579	37,561	27,039	18,123	13,822	3,017	
Oxford	33,908	44,103	46,713	35,461	14,934	15,044	3,257	
Peel	23,082	23,635	19,928	24,427	11,283	8,754	1,299	
Perth	21,859	30,406	31,985	30,626	14,183	10,342	971	
Peterborough	24,059	22,131	20,613	18,596	8,454	5,692	215	
Prescott and Russell	2,347	20,292	16,968	18,845	8,515	6,667	245	
Prince Edward	14,957	18,046	17,496	16,982	5,558	8,994	396	
Renfrew	10,213	24,395	17,157	2,482	7,826	5,549	609	
Simcoe	24,580	51,926	38,624	45,971	28,428	14,284	166	

Stormont, Dundas and Glengarry	8,398	41,896	48,612	45,959	17,462	15,457	617
Victoria	40,340	28,697	22,283	21,350	10,913	6,974	469
Waterloo	40,395	35,685	30,338	31,729	14,982	11,590	2,870
Welland	7,024	22,575	15,865	17,943	8,273	7,488	2,046
Wellington	112,323	49,340	43,979	50,785	23,914	15,019	1,903
Wentworth	58,080	25,561	21,160	24,644	11,850	9,586	2,361
York	37,783	47,375	40,613	42,537	22,298	18,196	4,588
Total	1,423,425	1,137,927	1,028,889	1,044,989	481,604	375,257	57,471

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 24th February, 1874.

I. R. ECKART,
Assistant Secretary.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of Cities in the Province of Ontario, for the Year 1872.—*Continued.*

CITIES.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.	Number of sheep.	Number of hogs.	Number of houses.	Number of dogs and bitches.	REMARKS.
	$							
Hamilton	36,729.66	27,959	543	3	187	886	1,091	
Kingston	20,307	11,597	389	2	32	364	231	$24,000 stock in Kingston and Gananoque Macadamized Road, $3,000 overdue on debentures.
London	50,000	16,709	400	49	94	639	51	Absentee lands, $8,232; L. & P. S. R. R., $150,000. Mortgage bonds, L. & P. S. R. R. bonds, $976,169; debenture sale, $50,000; sale of stock, L. & P. S. R. R., $3,500; cash on hand, $1,508; $10,000 debentures redeemed.
Ottawa	66,000	average 5 in each family	351	18	149	670	729	$50,000 debentures are for water works, monthly issued. The number of acres within city limits, a small portion of city only assessed by the acre.
Toronto	600,567	57,020	2,704		149	1,416	1,611	
Total	773,603	113,285	4,387	72	611	4,975	3,713	

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of Towns in the Province of Ontario, for the Year 1872.

TOWNS SEPARATED FROM COUNTIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.			
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue. [a]	Other liabilities.
			$	$	$	$	$	$	$	$	$
Belleville	1,200	1,965	2,490,840	135,650	50,700	34,158.94	144,616	158,500			52,993.07
Brockville	550	2,748	1,204,000	78,150	71,600	586	494,360	12,000	400,000	46,435	2,700
Cobourg	2,228	1,027	1,134,294	216,539	41,400	9,236	In hands of Commissioners T. S.				4,400
Port Hope	975	1,335	1,169,873	302,900	47,600	7,677	92,429	67,094	860,000	904,578	75,605
Perth	1,000	910	556,050	108,850	37,000		2,500	6,200			
Peterborough	600	1,233	1,184,458	314,825	58,525	7,250	3,098	79,600	100,000		13,999
Prescott	425	648	506,570	47,800	In per pro.		7,200	11,600			
St. Thomas	950	705	964,575	89,000	34,900	6,553	100,500	132,100			
St. Mary's	2,648	798	607,115	73,200	13,000	8,763	17,948	36,200			19,213
Total	10,576	11,369	9,817,775	1,366,914	354,725	74,223	862,651	503,294	1,360,000	951,013	168,910

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of Towns in the Province of Ontario, for the Year 1872.—*Continued.*

TOWNS SEPARATED FROM COUNTIES.	REVENUE.							EXPENDITURE.				
	Rate in the $ imposed for all purposes, including County rate, but not including School rates.	Amount raised for school purposes.	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.
	$	$	$	$	$	$	$	$	$	$	$	$
Belleville	14½ mills.		25,394.90	24,500	463.50	690	18,102.44	3,282.25	12,805	5,732.91		7,528.05
Brockville	1 ct.	5,644	13,812			451	5,021	720	3,803	3,459	2,040	3,208
Cobourg	1·37 ct.	5,900	21,182	1,500		447	2,511		6,825	3,711	1,625	1,699
Port Hope	1¼ ct.	7,478	18,389			1,746	22,289	4,583	8,505	23,853	1,540	2,524
Perth	1 ct.	2,900	7,100			1,120	2,000	1,400	3,713	800		2,300
Peterborough	11¾ mills.	3,400	14,875			314		4,981	5,059	2,136	1,406	3,565
Prescott	11½ mills.	1,540	8,809			607	2,548	782	2,531	1,291		2,412
St. Thomas	1ct. in Old Town, 7¼ mills in St. David's	6,000	4,659	5,898		270	4,049	3,349	6,000	815	600	1,159
St. Mary's	11½ mills.	3,600	9,485	5,988		881	6,643	3,033	4,422	1,912	Unpaid	2,939
Total		36,462	123,705	37,886	463.50	6,526	63,163	22,130	53,603	43,709.97	7,211	27,334

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of Towns in the Province of Ontario, for the Year 1872.—*Continued.*

TOWNS SEPARATED FROM COUNTIES.	Expenditure on all other accounts. [b]	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	REMARKS.
	$							
Belleville	41,911.53	7,361	295	16	119	286	216	
Brockville	8,506	5,409	251	112	136	174	251	
Cobourg	11,344	4,170	347	70	149	218	188	Under the head of other liabilities due, the Com. T. S. $3,590 and salaries $800. $4,400 under the head by Loan in the year, $1,500 raised for a site for school, due the bank; educational purposes, public schools, $5,725; collegiate institute, $1,100; total, $6,825.
Port Hope	21,329	5,352	249	9	114	204	276	[a] Overdue on corporation debentures, none; [b] paid on debentures, $100.
Perth	2,061	2,853	319	51	7	141	148	Real estate, $25,000; licenses, $2,500.
Peterborough	5,052	4,717	166	20	100	191	236	There were 450 persons besides not assessed. The sums expended on schools do not include the Goverament grant for the High School Trustees, moneys pass through the Board of School Trustees. The blanks at the head of this slip are badly arranged, two or three extra slips should be sent, to preserve a copy and for correcting errors Paid $1,000 on debenture debt.
Prescott	2,646	2,574	144		61	93	135	Redemption of debentures, $800.
St. Thomas	3,326	2,906	161	7	57	168	95	Of this $100,500 other assets, $34,000 is stock in the London and Port Stanley Road.
St. Mary's	4,403	3,574	327	213	143	186	124	Cash in treasury, market fees, town hall and grounds, lock-up and grounds, fire engine and apparatus, $17,948. [a] Nothing. [b] Redemption debentures, $3,000; 1 mill on the $ for local water rate on $204,450, property on streets benefited. This is in addition to the 11½ mills in the column under of rates.
Total	100,578	38,916	2,259	498	886	1,661	1,669	

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipality of Sault Ste. Marie, for the year ending 30th June, 1872.

MUNICIPALITY.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	$ ct.	$
Municipality of Sault Ste. Marie [Comprising the Sault Ste. Marie and the Townships of St. Mary, Korah, Sarentonis, Aweneg and Parke.]	25,917	152	147,410	23,384	none	930.6	none	none	none	none	none	3	53,098

MUNICIPALITY.	REVENUE.					EXPENDITURE.						REVENUE.	
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$	638	224
Municipality of Sault Ste. Marie [Comprising the Sault Ste. Marie and the Townships of St. Mary, Korah, Sarentonis, Aweneg and Parke.]	149,230	none	none	17,500	none	none	70,598	43,229	none	38,143	none		

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipality of Sault Ste. Marie, for the year ending 30th June, 1872.—*Continued.*

MUNICIPALITY.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE			REMARKS.
					Chairman.	Clerk.	Treasurer.	
Municipality of Sault Ste. Marie [Comprising the Sault Ste. Marie and the Townships of St. Mary, Korah, Sarentouis, Awenge and Parke.]	137	60	71	88	James C. Phipps, Sault Ste. Marie	J. Richards, Sault Ste. Marie	W. H. Carney, Sault Ste. Marie.	This is the first year of this Municipality, which commenced some time in July, 1871, ended 30th June, 1872. *See* Municipal Institutions in Algoma, cap, 25, 33 Vic.

Your obedient servant,

JOHN RICHARDS,

Clerk of the Municipality of Sault Ste. Marie.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Brant, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	$	$
Towns of													
Brantford	1,781	1,789	2,116,295	458,065	80,670	8,147	100,598	.....	500,000	9,229	7,000	1 ct.	.....
Paris	685	820	731,803	138,128	14,660	2,474	21,000	10,000	12,169	.....	.....	16 mills.	.....
Townships of													
Brantford	71,728	1,258	2,318,909	361,750	4,200	18.50	.....	.....	.....	.....	.....	3⅜ mills.	.....
Burford	66,709	1,267	1,379,620	178,630	75	.....	.....	.....	.....	.....	.....	4 mills.	.....
S. Dumfries	46,515	642	1,184,865	222,102	2,900	.....	.....	.....	.....	.....	.....	3 1-9 mills.	.....
Onondaga	21,238	300	420,854	74,577	2,764	.....	.....	.....	.....	.....	.....	6 mills.	.....
Oakland	10,445	244	251,701	56,212	.....	6	4,319	.....	.....	.....	.....	3 4-10 mills	.....
Total	218,101	6,320	8,404,047	1,489,464	105,269	15,803	125,917	10,000	512,169	9,229	7,000	.....	8

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Brant, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.							Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.			
	$	$	$	$	$	$	$	$	$	$	$			
Town of Brantford	25,160				43,716		7,750	3,800	1,635	14,171	56,683		8,435	470
Paris	13,672				3,172	3,144	4,560	1,447		2,529	3,749		2,721	167
Townships of Brantford	10,735				1,498	4,024	1,000	808		2,158	3,428		5,258	6,816
Burford	6,997				229		536	682		1,379	530		4,714	5,330
S. Dumfries	5,034						500	654		1,500	100		2,859	3,511
Onondaga	3,137				203		277	319		1,305	1,615		1,613	2,160
Oakland	1,946				335		372	180		118	600		986	972
Total	82,218		21,157		60,244	7,168	23,388	11,308	8,175	22,960	76,705		26,586	19,486

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Brant, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
Towns of								
Brantford	19	604	446	398	William Campbell, Brantford	John Cameron, Brantford	Charles J. Diggar, Brantford	
Paris		275	158	85				
Townships of								
Brantford	7,159	3,069	3,398	543				
Burford	5,144	2,507	2,177	399				
S. Dumfries	6,313	2,209	1,547	298				
Onondaga	2,920	717	779	141				
Oakland	780	501	439	77				
Total	22,335	9,882	8,944	1,941				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Bruce, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$ cts.	$	$	$	$	$	cts.	$ cts.
Albermarle and Eastnor													
Amabel	33,888	343	139,811			356 09						3	1,096 40
Arran	53,568	697	129,035	23,200								2	586 00
Southampton	2,000	172	79,287	4,500	1,350	182 31						3	900 00
Saugeen	34,216	541	348,624	31,315		55 87						·018	4,400 00
Bruce	59,966	684	540,630	58,140								1½	3,284 00
Greenock	51,326	623	547,766	54,995								·007	2,504 76
Eldersl'ie													
Kincardine													
Huron													
Kinloss	45,015	592	348,196	39,260		1,271 27						1½	2,797 17
Culross	58,095	713	496,760	62,742		344 97						2	3,549 20
Carrick													
Brant	69,894	2,405	507,870	49,160		113 00						2·8	2,830 83
Kincardine Village													
Walkerton	1,547	226	162,867	33,700	9,800	180 33						2	1,441 00
Add for County						90,463 89		658,000	34,000				
Total	409,515	6,996	3,300,846	357,012	11,150	92,967 83	2,853	710,200	34,000			·183	23,189 36

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Bruce, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.								
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$ cts.	$	$	$	$	$ cts.	$ cts	$ cts.	$	$ cts.	$ cts.		
Albermarle and Eastnor													
Amabel	3,837 91				53,955		1,096 40	824 40		774 49	2,156 33	15	864
Arran	9,409 39				1,811,613			718 79		2,467 89		30,031	3,711
Southampton	1,925 27			186 00	158	180 00	1,006 00	186 00		359 50		840	172
Saugeen	8,117 00				1,064			421 00		700 00	9,041 72	2,515	1,939
Bruce	8,982 57						3,416 00	492 60		863 38	9,282 27	3,452	2,025
Greenock	6,776 00							502 80		1,014 00	384 00	2,067	2,907
Elderslie													
Kincardine													
Huron													
Kinloss	5,167 79				1,513			524 50		1,202 00	9,876 00	2,687	2,418
Culross	13,673 17					2,280 00		800 00		698 17	15,669 17	2,950	4,560
Carrick													
Brant	11,705 20			623 00	300			700 00		678 00	10,000 00	4,255	4,640
Kincardine Village													
Walkerton	4,998 65				74,850	222 00	1,441 00	685 36		3,408 35	4,563 10	1,070	109
Add for County	82,874 31	51,000	1,110 19	5,900 25	114,979 75	27,254 63	12,884 21	5,162 75	55,405	2,932 00	145,188 61		
Total	156,867 26	51,000	1,110 19	5,907 54	428,432 75	29,936 63	19,837 61	11,018 19	55,405	14,797 78	206,162 21	50,485	23,345

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STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Bruce, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Albermarle and Eastnor								No return
Amabel	693	229	128		John Allen	William Bull	William Simpson	
Arran	3,676	1,783	883		T. Babington		A. Neelands	
Southampton	310	250	120		J. T. Conway	C. Forest	T. Lee	
Sangeen	2,189	2,124	523	179	H. Hillier	W. H. Ruby	W. H. Ruby	
Bruce	2,513	1,820	712		J. H. Poulthard	H. Murray	H. Murray	
Greenock	2,135	1,021	642		J. Mair	W. Clark	W. Clark	
Elderslie								No return
Kincardine								No return
Huron								No return
Kinloss	2,466	1,284	671		R. Purvis	P. Reid	P. Corrigan	
Culross	4,860	700	970	350				
Carrick								No return
Brant	4,564	2,845	959		W. Collins	D. Sullivan	J. Eckford	
Kincardine Village								No return
Walkerton	5	20	83	47	J. G. Cooper	W. Watt	W. Watt	
Add for County								
Total	23,411	12,676	5,691	576				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Carleton, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$ cts.	$ cts.	$	$	$	$ cts.	cts.	$ cts.
Fitzroy	59,802	541	184,598	36,740								·025	3,000 00
Nepean	59,276	1,014	931,865	103,800		500 00	11,068 50				[a] 4,847 91	·00497	5,907 30
Marlborough	50,000	370	171,324	6,000								·01333	291 00
Goulburn	60,423	565	275,167	36,944		325 09	157 00					·009444	3,921 01
March	24,924	206	67,425	1,832								·015	1,608 00
Osgoode	86,320	852	464,612	113,319								·0091	5,000 00
Huntley	59,443	517	157,715	32,575		253 33						·02	2,150 00
Torbolton	25,765	139	52,792	6,350	300							·018	792 00
North Gower	32,943	441	258,375	9,250								·01	311 00
Gloucester	84,960	1,054	732,202	49,306		Roll not returned						·0072	4,340 74
New Edinburgh Village	80	150	175,070	17,100	9,800			1,100				·01	1,000 00
Richmond Village	1,439	83	39,240	1,000								·01	291 00
Total	545,375	5,932	3,510,385	414,215	10,100	1,078 42	11,225 50	41,100			4,847 91		28,612 05

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Carleton, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenue.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		
Fitzroy	8,630 00				207 00		3,000 00	420 00	14 00	19 50	203 00	1,733	2,197
Nepean	3,884 11				1,862 45		949 00	721 77	26 00	783 22	2,975 45	4,345	2,390
Marlborough	2,640 00		2 00	291 00		15		400 00		100 00		2,071	1,816
Goulburn	6,774 36		24 00	433 00	232 00		3,954 03	370 83	30 85	312 50	1,882 40		1,310
March	2,991 37			250 00	237 00		1,858 00	160 00		553 00	3,953 16	972	465
Osgoode	9,400 00			460 00	300 00		5,460 00	580 00		650 00	3,000 00	3,675	4,387
Huntley	5,797 19			361 00	20 00		2,511 00	345 00		790 00	85 00	2,351	2,358
Torbolton	1,673 63			92 00	206 88		889 82	159 50		75 87		620	560
North Gower	2,684 10			311 00			622 20	500 00		1,000 00		2,206	1,318
Gloucester	9,233 20			475 00	984 06		4,340 74	1,016 05		1,267 66	287 95	3,843	1,548
New Edinburgh Village	1,967 80			73 00	382 75	72 00		150 00		1,267 15	844 99	588	23
Richmond Village	686 10			422 00	232 00		156 00	196 60		61 00		388	182
Total	80,437 86		3,170 33	3,168 00	9,890 19	2,400 00	24,739 80	86,915 00	7,324 99	8,449 90	29,077 56	22,792	18,552

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Carleton, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Fitzroy	2,572	985	621	.....	John Neil, Kinburn P. O.	W. P. Taylor, Fitzroy Harbour	A. Riddell, Hubbill Falls	
Nepean	2,306	1,371	1,182	.....	John Dawson, Bell's Corner	F. Harmer, Fitzroy Harbour	George Arnold, Bell's Corner	
Marlborough	3,095	788	625	.....	James Mills, Richmond	Thomas Wiggins, B. Rapids	T. Johnston, Malakoff	*$1,000 of this amount is stock in the Bytown and Nepean Road Company. $6,039 58 uncollected taxes for 1872. $1,206 51 of this amount is due to the Corporation of the County of Carleton, being levies for 1872, and balance due on levies for 1871.
Gouldburn	2,471	768	587	.....	John Scott, Richmond	John Morton, Munster	John Cornell, Munster	
March	720	232	291	.....	Wm. Richardson, South March	G. W. Monk, South March	George Morgan, South March	
Osgoode	4,592	1,527	1,314	.....	Ira Morgan, Osgoode	John Kennedy, Osgoode	A. J. Baker, Metcalfe	
Huntley	2,335	1,250	710	241	John Caldwell, Carpe	John Fenton, Carpe	do	
Torbolton	654	254	219	.....	John Smilt, Fitzroy Harbour	G. Buckham, Fitzroy Harbour	do	
North Gower	2,521	797	618	201	James Wallace, North Gower	James Beaman, North Gower	John Wright, North Gower	
Gloucester	1,761	846	934	.....	H. Robillard, Rock Village	Charles Billing, Billings Bridge	William Smith, Billing's Bridge	
New Edinburgh Village	.....	18	58	48	R. Surtees, New Edinburgh	T. Trebman, New Edinburgh	A. Lamsden, New Edinburgh	
Richmond Village	135	123	82	.....	Wm. H. Butler, Richmond	Thomas Miller, Richmond	Duncan McDougall, Richmond	
Total	23,162	8,959	7,241	490				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Essex, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Anderdon	16,754	394	176,503	2,900		302						1¾	
Colchester	61,234	694	315,847	21,696	400							16	364
Gosfield	58,394	674	367,650	44,365	1,250	715	3,571	5,064			401	1	14
Mersea	56,730	633	285,144	49,781		329	500					15	740
Maidstone	45,554	568	260,236	30,700		2,123						8	290
Malden	19,664	345	213,768	20,620			8,800	22,000				2	193
Rochester	32,490	434	159,369	15,735		458						15	
Sandwich East	42,933	710	513,551	36,762	2,430	494	356					9·1	461
Sandwich West	23,292	597	185,665	5,350	1,900	92						15	1,960
Tilbury West	49,196	478	185,881	10,400		2220	651				1,354	3	6 392
Towns of													
Amherstburg		590	203,054	12,700	2,600	700		26,000		700		2	2½ 2,290
Sandwich	2,006	219	197,676	18,000	3,750	52		450				9·3	150
Windsor	1,640	1,040	976,265	86,750	35,300	1500	94,347	93,980				1·6	
Total Towns, &c.	409,887	7,376	4,040,699	350,759	47,630	8,985	108,225	147,494		700	1,755		6,854
Add—for County								24,000	18,195	3,200			3,879
Total	409,887	7,376	4,040,699	350,759	47,630	8,985	108,225	171,494	18,195	3,900	1,755		10,733

STATEMENT of the Assets, Liabilities, Revenues, Expenditure, &c., of the Municipalities within the County of Essex, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.						EXPENDITURE.								
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.		Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.	
	$	$	$	$	$		$	$	$	$	$	$	$	$	
Anderdon	3,136			800	104		1,600		431		654	249	1,396	1,186	
Colchester	5,055			359				364	1,728		3,014		1,113	2,234	
Gosfield	4,666			368	363		145	14	580		2,766	7,315	2,903	2,957	
Mersea	5,785							740	543		2,526	298	2,429	3,124	
Maidstone	8,009			256				290	327				2,065	1,565	
Malden	6,095			193	295		1,770	193	539		683	1,500	1,365	1,502	
Rochester	3,526	964			869		10	463	571		810	1,395	1,571	1,284	
Sandwich East	4,294			461	356			505	840		2,235	443	3,068	2,648	
Sandwich West	3,720								1,736	875	1,000		1,893	1,436	
Tilbury West	939			294	6,630			1,233	495		1,584	1,899	5,152	1,336	
Towns of															
Amherstburg	5,000			114			625	1,900	620		800	400	1,725	124	
Sandwich	2,001			150	216		45		501		559		952	167	
Windsor	24,930	37,847			4,336		3,339		8,652	2,403	6,460	45,170	4,564	514	
Total Towns, &c.	77,147	38,811		2,995	13,169		6,534	5,702	16,963	3,278	23,091	58,669	30,196	20,075	
Add—for County			3,094	3,529			1,500		6,072		8,255				
Total	77,147	38,811	3,094	6,524	13,169		8,034	5,702	23,035	3,278	31,346	58,669	30,196	20,075	

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Essex, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
	$	$	$	$				
Anderdon	1,088	1,680	864	183	William McGregor, Windsor	Thomas McKee, Sandwich	Thomas H. Wright. Sandwich	
Colchester	2,770	3,551	1,419	213				
Gosfield	3,706	3,506	1,291	219				
Mersea	3,094	2,186	1,019	209				
Maidstone	1,469	1,853	902	230				
Malden	2,038	1,608	847	150				
Rochester	1,431	1,537	829	149				
Sandwich East	1,741	1,046	1,216	287				
Sandwich West	989	1,735	758	183				
Tilbury West	1,578	1,361	762	218				
Towns of								
Amherstburg	.....	35	107	131				
Sandwich	137	128	152	102				
Windsor	41	196	236	321				
Total Towns, &c.	20,082	20,442	10,402	2,595				
Add—for County	.....	.....	.....	.....				
Total	20,082	20,442	10,402	2,595				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Elgin, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	mills.	$
Aldborough	75,676	871	576,074	99,890		5,000					4,680	14	431
Dunwich	64,243	819	817,675	87,370	500							9	600
Southwold	73,941	1,098	1,452,632	101,030			600					8½	684
Yarmouth	70,219	1,331	1,644,203	155,485	4,124							7½	685
Malahide	62,359	929	1,174,260	79,650	2,150	32	2,400	5,200				8 3-5	683
South Dorchester	30,600	512	657,197	17,050	200							7½	255
Bayham	57,518	1,161	737,339	92,252	500	3,992		17,823				10½	603
Vienna Village	500	165	67,040	10,706	2,400							8	400
Aylmer do	500	236	104,870	11,650	2,700						554	7	450
Total Towns, &c.	444,656	7,122	7,231,290	575,077	12,074	9,024	3,000	23,023			5,214	41	4,791
Add—For County			50,000			3,500	52,724	217,000	21,812		284	41,645	4,796
Total	444,656	7,122	7,281,290	575,077	12,074	12,524	55,724	240,023	21,812		5,498		9,587

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Elgin, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenue.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Aldborough	5,455			431	622		816	280		2,713	6,332	2,827	2,664
Dunwich	6,000			559	659		900	250		2,000	800	3,043	3,000
Southwold	13,624	13,628		684	2,763		1,313	1,000		2,500	10,779	2,961	4,812
Yarmouth	18,825			685	526		1,370	774		2,853	2,000	4,339	7,403
Malahide	12,019			483	2,400	312	866	792		865	2,909	3,926	4,897
South Dorchester	7,816			255	218		1,366	330		835	168	2,000	4,057
Bayham	7,499			603	900			859		984	1,187	4,350	4,160
Vienna Village	1,548				236			130		144	468	566	152
Aylmer do	1,700				502			75		510	811	845	133
Total Towns	74,486	13,628		3,800	8,826	312	6,631	4,485		13,404	26,054		
Add—For County	38,528	10,000	4,816	5,374	14,214	12,162	10,595	5,009	7,569	1,471	3,962		
Total	113,014	23,628	4,816	9,174	23,040	12,474	17,626	9,494	7,569	14,875	30,016	24,857	31,278

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Elgin, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
Aldborough	4,551	1,205	1,093	218	D. McKillop	Samuel Kirkpatrick	Duncan McGeorge	$196 from Clergy Fund, and $125 Licenses.
Dunwich	4,800	1,300	1,500	300	T. McCall	A. E. Barclay	D. McTavish	
Southwold	5,319	2,076	2,025	298	J. Ellison	T. Tubby	L. Fowler	
Yarmouth	7,147	3,269	2,606	372	S. Warde	T. Edson	T. Edson	
Malahide	4,409	2,473	1,763	259	J. McCauslim	Philip Hodgkinson	W. A. Murray	Paid $1,300 in redemption of debentures.
South Dorchester	2,033	1,215	1,066	138	N. H. Brown	M. Fullerton	Henry Roberts	
Baybam	4,392	2,156	1,296	321	W. Y. Emery	W. Lane	M. N. Saunders	Paid debentures $2,970.
Vienna Village	159	79	48	27	G. Suffil	C. Dreseke	C. Dreseke	
Aylmer do	70	37	121	28	T. M. Nairn	P. Hodgkinson	W. A. Murray	
Total Towns, &c.								
Add—For County								
Total	32,880	13,810	1,168	1,961				

WILLIAM McKAY,

County Clerk County of Elgin.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Frontenac, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$		$
Villages -													
Garden Island	68	131	44,300	20,200	64,500							1 ct.	600
Portsmouth	300	281	136,000	24,000		246			500			7½ mills.	800
Townships -													
Barrie	14,000	110	23,190	1,218		98					287	½ ct.	240
Bedford	40,695	285	58,942	24,100		12	12					12 mills.	200
Clarendon and Minden	21,367	110	21,367	1,500		60						1 ct.	100
Hinchinbrooke	58,833	181	35,157	11,900								1 ct.	123
Howe Island	7,182	88	35,330	6,754								12 mills.	465
Kennebec	17,280	141	22,870	1,100		300						2 cts.	100
Kingston	52,890	751	686,890	87,755								7½ mills.	472
Loughborough	48,000	517	231,904	50,090		917						1 ct.	306
Olden	24,287	183	26,460	4,170		570						1¼ cts.	
Oso	12,390	117	17,710	6,825								2 cts.	364
Palmerston and N. and S. Canonto	26,744	108	26,774	13,250		150	123					7½ mills.	44
Pittsburgh	47,700	670	316,380	50,210		315	153	1,100			367	9 mills.	507
Portland	49,160	583	278,950	42,480								9 mills.	354
Storrington	56,593	545	227,425	35,590								8½ mills.	1,960
Wolfe Island	30,436	511	240,160	9,400		1,260						1 ct.	306
Add—For County						5,696		216,400			30,000	6 mills.	3,288
Total	517,925	5,312	2,429,779	390,542	64,500	9,584	288	218,000			30,650		10,229

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Frontenac, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Villages—													
Garden Island	1,245			93	50		693	64		150	481	727	20
Portsmouth	1,840			143	360	30	1,050	425	70	500	448	1,112	76
Townships—													
Barrie	134			89	205		174	123		198	160	331	229
Bedford	1,180			187	266		452	380	10	593		1,510	1,834
Clarendon and Minden	240			100			100	180		100		345	229
Hinchinbrooke	900			158	165		281	505		456	197	861	665
Howe Island	427			97				108		100	66	419	688
Kennebec	174			113	55			214		227		696	520
Kingston	6,814			472	434		472	518		526	5,770	2,795	3,521
Loughborough	4,795			306			1,421	440		310	413	2,585	1,783
Olden	486			99	1,612		375	182		775	948	533	528
Oso	826			115			480	250		150	50	468	588
Palmerston and N. and S. Canonto	428			44	170		64	200		100		372	498
Pittsburgh	3,300			507	776	55	3,300	674		300	3,200	2,902	3,780
Portland	3,662			354	775		708	332		1,689		2,043	2,779
Storrington	4,890			349	1,195		2,355	498		445	16	2,600	1,575
Wolfe Island	2,436			306	140		571	626		128		2,181	1,965
Add—For County	18,246		2,256	3,275	10,480	6,427	14,563	4,503	9,836	1,590	1,524		
Total	52,023		2,256	6,805	16,683	6,512	27,059	10,222	9,916	8,337	13,213	22,480	20,271

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Frontenac, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Villages—								
Garden Island	7	46	33		D. D. Calvin	R. Nancellis	Charles George	
Portsmouth	1	8	39		William Mudie	John Craig	George McLeod	
Townships—								
Barrie	250	65	37		C. McKenyon	William Deighton	William Deighton	
Bedford	1,632	613	397		A. McNeil	J. M. Taggart	Joseph C. Rogers	
Clarendon and Minden	212	103	36		B. Watkins	F. Elkington	D. A. Brown	
Hinchinbrooke	887	283	176		C. H. Godfrey	J. Hamilton	D. Goodfellow	
Howe Island	595	173	201		T. Thompson	M. Melleville	John Prior	
Kenebec	650	132	73		James Fraser	D. Osborne	D. Osborne	
Kingston	3,441	770	1,252		A. P. Vaulaven	P. McKim	D. Purchy	
Loughborough	2,220	614	785		William Boyce	J. McMillan	W. Lawrence	
Olden	556	171	92		J. Bowman	J. Carnning	J. Coulter	
Oso	650	128	122	None assessed	William Bourke	T. Moore	Jos. Davis	
Palmerston and N. and S. Canonto	503	104	85		J. McKenzie	F. Elkington	William Evans	
Pittsburgh	3,305	914	1,180		P. Graham	C. Belna	M. Joyce	
Portland	2,839	719	776		S. Shibley	J. Donnelly	E. Shibley	
Storrington	2,351	541	679		J. Toland	D. J. Walker	J. McNeily	
Wolfe Island	1,893	658	728		T. Dawson	S. Goring	John Dawson	
Add—For County					William Mudie	John Craig	John Frime	Kingston P. O.
Total	21,972	6,045	6,681					

JOHN CRAIG,
County Clerk.

Statistics, Assets, Liabilities, Revenue, Expenditure &c., of the Municipalities within the County of Haldimand, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS. Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	LIABILITIES. Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	REVENUE. Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Canboro'	18,399	297	213,271	25,302	.....	.....	.....	.....	4,402	.....	.....	8 5	.....
Cayuga North	32,795	505	338,036	65,768	2,000	.....	.....	.....	.....	.....	.....	12	.....
Do South	13,320	179	160,920	11,400	.....	.....	20	.....	.....	.....	.....	4¼	899 H.S.
Dunn	14,867	236	170,174	18,595	.....	.....	.....	.....	.....	.....	.....	1 1	132 do
Moulton and Sherbrooke, united	3,596	516	222,817	5,900	.....	521	1,200	7,500	.....	.....	.....	12	158
Oneida	35,131	554	410,005	39,900	.....	.....	.....	.....	.....	.....	.....	1 2	.....
Rainham	25,523	362	305,602	50,300	1,600	.....	400	.....	.....	.....	.....	10½	1,902
Seneca	41,802	611	520,313	77,990	.....	72	1,300	.....	.....	.....	.....	10	732
Walpole	66,963	1,021	989,454	109,150	.....	200	2,917	.....	.....	.....	.....	6	.....
Villages of													
Cayuga	919	195	94,362	3,900	3,000	.....	2,000	.....	.....	.....	.....	1½	1,242
Caledonia	546	273	148,414	34,820	3,925	45	.....	19,200	.....	.....	241	2½	1,174
Dunnville	935	371	201,500	25,050	.....	174	.....	300	.....	.....	.....	2	958
Total Towns, &c.	282,796	5,120	3,774,868	468,075	10,525	1,012	7,837	27,000	4,402	.....	241	11	7,197
Add—for County	.....	.....	.....	.....	.....	572	55,000	93,000	.....	.....	.....	4½	3,110
Total	282,796	5,120	3,774,868	468,075	10,525	1,584	62,837	120,000	4,402	.....	241	.....	10,307

STATEMENT of the Assets, Liabilities, Revenue, Expenditure &c., of the Municipalities within the County of Haldimand, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.								
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$		
Canboro'	2,309			73	578			177		777	91	972	1,059
Cayuga North	5,062				272			392		714	4,295	1,855	2,736
Do South	1,630			60	150		899	110		7	825	885	1,352
Dunn	4,306				5,557	490	132	762		178		913	1,313
Moulton and Sherbrooke, united	5,455				120		158	370		800	5,924	1,752	1,802
Oneida	3,999				600			480		500		2,685	2,578
Rainham	5,489			150	950		1,902	294		394	1,570	1,768	2,305
Seneca	3,574				2,680		882	483		965	4,985	2,565	3,347
Walpole							681	848		1,759	885	4,515	6,528
Villages of				99									
Cayuga	3,015			66	1,555	1,366	1,242	234		587	63	855	183
Caledonia	6,247			179	3,388	128	1,174	336		180	5,051	1,085	154
Dunnville	5,244						958	230		2,027	5,258	1,386	203
Total Towns, &c.	46,330			627	15,850	1,984	8,028	4,716		9,728	28,947	20,636	25,562
Add—for County	19,000	8,000	2,527	4,040	29,961	1,200	8,440	1,569	4,044	14,446	5,382		
Total	46,330	8,000	2,527	4,667	45,811	3,184	16,468	6,285	4,044	24,174	34,329	20,636	25,562

STATEMENT of the Assets, Liabilities, Revenue, Expenditure &c., of the Municipalities within the County of Haldimand, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Canboro'	1,575	582	457	90	S. Swayze	W. Parminter	J. Folinsbear	Canboro' P.O.
Cayuga North	3,041	1,052	986	209	W. Bullock	J. Mitchell	J. Mitchell	Cayuga P.O.
Do South	1,781	557	489	99	O. Burnham	J. Fry	V. Honsbeyer	South Cayuga P.O.
Dunn	1,549	417	378	102	R. Ramsay	J. Blott	G. Brown	Dunnville.
Moulton and Sherbrooke, united.	1,603	766	652	112	W. Hutchison	T. Galbraith	T. Galbraith	Stromness P.O.
Oneida	3,786	1,018	1,061	186	H. Stewart	H. Ince	J. Stewart	Willow.
Rainham	3,165	1,299	932	188	J. Holmes	R. Havill		Rainham P.O.
Seneca	4,218	1,512	1,134	300	A. Davis	A. Williamson	N. H. Wickett	York P.O.
Walpole	8,934	2,509	2,362	470	J. Caldwell	J. Heasman	R. Sill	Jarvis.
Villages of								
Cayuga	120	97	86	51	B. Baxter	T. Aikman	T. Aikman	Cayuga P.O.
Caledonia	.....	139	96	78	R. McKinnon	J. Aldridge	W. Brown	Caledonia P.O.
Dunnville	50	118	146	65	J. T. Johnson	C. E. S. Black	H. Ashu	Dunnville.
Total Towns, &c.	29,852	10,066	8,779	1,950				
Add—for County	.....	.....	.....	.....				
Total	29,822	10,066	8,779	1,950				

FRANCIS STEVENSON,
County Clerk.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Halton, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$ cts.	$	$	$	$	$	$	$
Townships—													
Esquesing	67,137	1,237	1,196,099	239,925	.....	1,090 00	140	.....	.....	.....	.....	5 mills.	850
Nassagaweya	44,800	532	505,470	110,570	.....	1,532 34	.....	.....	.....	.....	.....	3½ mills.	400
Nelson	46,873	817	1,198,765	125,861	5,175	420 00	16,021	.....	.....	.....	.....	¾ ct.	765
Trafalgar	66,7163	1,053	1,505,490	163,340	2,400	960 00	16,562	.....	.....	.....	.....	¾ ct.	850
Towns—													
Milton	400	199	148,405	21,900	5,500	1,228 56	5,500	30,000	.....	.....	.....	12 mills.	1,025
Oakville	1,300	441	325,950	27,070	1,200	844 00	.....	.....	.....	.....	.....	¾ ct.	1,776
Village—													
Georgetown	1,309	257	156,365	32,750	.....	946 00	2,351	3,000	.....	.....	722	1¾ cts.	1,208
Total Towns, &c.	332,1353	4,536	5,036,544	711,416	14,275	6,960 90	40,574	33,000	.....	.....	722	.....	6,944
Add—For County	.....	.....	.....	.....	.....	109 00	.....	75,000	.....	.....	.....	·1 ct.	2,700
Total	332,1353	4,536	5,036,544	711,416	14,275	7,069 90	40,574	108,000	.....	.....	722	.....	9,644

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Halton, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$ cts.	$	$ cts.	$ cts.	$ cts.	$	$	$ cts.	$	$ cts.	$ cts.		
Townships—													
Esquesing	6,011 00			755 00	797 00		2,569	965 00		3,227 00	3,574 00	5,688	3,783
Nassagaweya	2,106 90			366 00	400 00		1,306	501 33		712 00	1,881 43	2,551	2,397
Nelson	4,571 75			568 00	1,205 00		2,048	872 00		1,000 00	1,065 00	3,594	2,528
Trafalgar	5,368 00			618 00	990 00		750	615 00		1,994 00	3,311 00	3,826	3,786
Towns													
Milton	1,820 49			127 45	826 36	42	1,551	336 60		532 87	480 05	820	43
Oakville	4,750 00			558 00	592 00		2,370	599 00		1,575 00	1,947 00	1,556	127
Village—													
Georgetown	2,876 00	1,250		211 00	1,061 00	227	1,509	86 00		473 00	2,029 00	1,317	88
Total Towns, &c.	27,504 14	1,250		3,203 45	5,871 36	269	10,103	3,974 93		9,513 87	14,281 48	19,452	12,752
Add—For County	7,497 43		1,635 30	3,162 75	290 00		7,377	2,337 64	4,435	478 66	405 00		
Total	35,001 57	1,250	1,635 30	6,366 20	6,161 36	269	17,480	6,312 57	4,435	9,992 47	14,686 48	19,452	12,752

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Halton, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE			REMARKS
					Warden.	Clerk.	Treasurer.	
Townships—					W. D. Lyon, Milton.	William Panton, Milton.	Finlay McCallum, Milton.	
Esquesing	3,659	248	1,731	552				
Nassagaweya	2,246	98	746	310				
Nelson	3,179	133	1,322	400				
Trafalgar	4,112	319	1,478	469				
Towns—								
Milton	4	32	75	58				
Oakville	38	30	64	69				
Village—								
Georgetown	19	32	97	49				
Total Towns, &c.	13,257	892	5,813	1,907				
Add—For County								
Total	13,257	892	5,813	1,907				

Statement of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Hastings, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Carlow and Mayo	13,433	79	7,857	4,062		17						1 6–10	239
Elzevir and Grimsthorpe	73,502	248	93,854	5,100		19						1 3/10	160
Dungannon and Faraday	16,576	93	11,520	4,000	1,011							1 7–10	408
Hungerford	98,000	838	127,260	37,837								1 3/10	
Huntingdon	52,000	548	223,233	64,915		1,000	800					1 5–10	391
McClure, *et al*	44,630	272	25,055	7,410								1 2	
Madoc	48,700	588	243,677	13,700								2	477
Marmora and Lake	87,353	360	106,025	19,850								2 1/4	209
Rawdon	63,424	711	421,353	22,500								1 4/10	610
Sydney	69,366	1,102	884,870	43,775	2,600							1 4–10	
Thurlow	54,600	1,200	620,345	32,795								1 3/4	636
Tudor, *et al*	36,095	214	24,366	6,500		250					205	2 1/4	
Tyendenaga	79,871	1,148	576,594	65,160		8,321	73	3,000				1 4–10	927
Trenton		367	157,948	24,800		838	6,800	1,000				1	2,140
Stirling	1,000	159	85,122	5,200	1,700	37						8 1/2	600
Millpoint	300	165	64,470	500								9 1/2	600
Total Towns, &c.	740,157	8,093	3,673,519	356,104	4,400	10,510	7,673	4,000			205		7,396
Add—for County							74,274	225,400	69,000			3/4	4 627
Total	740,157	8,093	3,673,519	356,104	4,400	10,510	81,947	229,400	69,000		205	*	12,023

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Hastings, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.								
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$		
Carlow and Mayo	406			36			274	133		11		640	124
Elzevir and Grimsthorpe	1,600			173	80		310	284		243	259		673
Dungannon and Faraday	245			55			490	196		30		390	253
Hungerford	5,800			569			1,138	665		839		4,195	3,805
& Huntingdon	3,748			351	462		742	480		88	92	No Asst. Roll.	3,181
								438		150		No ret'n	No ret'n
McClure, *et al*	780			114			905	466		179	4,591	2,509	4,721
Madoc	4,656			428	601		209	347		137	58	1,575	1,593
Marmora and Lake	3,902			220	461		1,059	500		600	300	4,096	3,614
Rawdon	5,700			449			794	1,106		57	800	3,780	6,016
Sydney	11,143			271	190		1,272	1,413				4,340	2,526
Thurlow	11,430			636	800		371	363		158	592	876	1,100
Tudor, *et al*	902			130	305		1,824	470		643	12,013		4,221
Tyendenaga	13,330			825	626	180	2,094	575	10	1,032	1,242	1,790	123
Trenton	3,187			477	2,200	100	1,276	125		519	2,069	676	36
Stirling	1,425			496			600	127			122	765	87
Millpoint	650			106	500								
Total Towns, &c	69,293			5,136	6,225	280	13,370	7,688	10	5,969	10,578		
Add—for County	63,461		2,156	7,173	7,099	10,073	11,800	5,628	4,231	9,485	35,009		
Total	132,754		2,156	12,309	13,324	10,353	25,170	13,316	4,241	15,454	45,587	25,626	32,073

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Hastings, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Carlow and Mayo	132	74	50	40	James Wilson	James R. Hamilton.		
Elzevir and Gainsthorpe	539	300	200		Hon. B. Flint	C. R. Flint		
Dungannon and Faraday	263	69	56	68	D. Kavanagh	A. C. Barker	A. C. Barker	
Hungerford	2,933	1,501	968		John Graham	W. Wray	Joseph Elliott	
Huntingdon	2,819	1,086	859		Henry Ostrom	J. J. Ryan	E. Ketcheson	
McClure, *et al*	No return	No ret'n	No ret'n	No ret'n	J. Gerald	Thomas Melville	John Lynch	
Madoc	3,102	1,478	996		T. Cross	J. R. Ketcheson	E. Murray	
Marmora and Lake	1,547	636	357		Sol. Johns	William Phillips	G. W. Bleecker	
Rawdon	3,089	848	1,013		A. Glass	J. Hoyle	P. Brown	
Sydney	3,994	1,883	1,854		B. Rose	F. P. Prior	R. Grass	
Thurlow	2,082	453	1,149		P. Clapp	E. Thrasher	John Thompson	
Tudor, *et al*	812	214	107		R. Norman	William Harper	W. Harper	
Tyendenaga	5,733	1,885	1,818		John White	E. Hollingworth	A. McLaren	
Trenton		92	131		J. Cumming	J. Simmons	D. Roblin	
Stirling	16	21	40	13	D. McDougall	F. B. Parker	James Milne.	
Millpoint	35	41	48		W. R. Aylsworth	Peter Aylsworth	James Martin	
Total Towns, &c								
Add—for County					A. F. Wood, Madoc.	Thomas Wills, Belleville.	F. McAmmay, Belleville.	
Total	27,096	10,581	9,646	121				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Huron, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including School rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Ashfield	64,423	659	437,086	40,500				10,000			1,000	1 1·3	4,612
Clinton	724	448	318,607	71,200	9,250			17,400				8	2,771
Colborne	32,914	476	434,808	25,220	800							3½	2,604
Goderich Town	895	791	866,450	85,600	34,550			8,400	55,263			1 2½	6,000
Goderich Township	53,052	714	685,340	41,250	300							5½	3,283
Grey	69,274	734	530,066	52,900				35,000				8½	4,861
Hay	52,783	591	588,194	13,200				25,000				4 5·7	6,036
Howick	67,637	1,040	482,914	21,605				53,500				1 5	5,158
Hullett	54,245	647	671,710	69,020								6·6	3,374
McKillop	52,135	658	414,355	13,190								9	3,148
Minis	55,102	682	395,662	7,000				27,500				1 5	3,757
Seaforth	400	363	148,050	31,850	3,000			3,000				¼	4,450
Stanley	43,298	637	450,273	58,020	900							4½	3,551
Stephen	54,627	618	520,404	12,198				10,000				8	5,979
Tuckersmith	40,878	599	578,950	47,835								6	3,003
Turnberry	84,557	597	261,770	17,300				38,000				2 5	2,632
Usborne	42,818	576	628,864	51,060								5	3,500
East Wawanosh	41,966	461	331,200	11,500								4·3	3,094
West Wawanosh	41,971	586	376,695	33,635	900							10·3	3,140
Total Towns, &c.	803,699	11,877	9,121,398	704,083	48,700			205,300	55,263		1,000		74,953
Add—For County							12,000	259,000				2 1-16	
Total	803,699	11,877	9,121,398	704,083	48,700		12,000	464,300	55,263		1,000		74,953

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Huron, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Ashfield	9,784			479	300		5,091	739		1,554	708	3,326	3,071
Clinton	6,175	3,600		248	1,307	1,007	2,803	1,455		1,438	6,245	1,928	
Colborne	4,317			299	372		2,903	410		700		2,001	2,804
Goderich Town	14,275				4,969	504		1,757		5,789	2,704	4,195	252
Goderich Township	3,903			445	69		4,173	768		2,038	202	2,953	4,107
Grey	8,873			474	600	540	4,861	680		1,153	3,055	3,355	3,399
Hay	10,295			479	953	75	6,036	530		1,077	8,335	3,247	4,063
Howick	13,345			666	773	2,709	5,824	900		1,100		5,465	4,909
Hullett	8,079			423			3,363	574		2,878	2,865	3,129	3,408
McKillop	7,281			468	1,099		4,084	556		3,742	180	3,283	4,098
Minis	9,784			486	1,953	271	4,880	777		1,359	5,377	3,428	2,674
Seaforth	4,582				1,976	210	4,450	267		1,138	2,307	1,522	83
Stanley	5,842			500	350		3,920	503		1,338	222	not given	2,010
Stephen	8,493			390	151		6,369	750		3,127	400	3,124	1,203
Tuckersmith	6,767			455	868		3,913	539		1,971	2,422	3,086	4,837
Turnberry	7,862			394	249	300	2,932	492		3,426	289	2,732	2,717
Usborne	7,970			471	1,326		3,971	530		1,416	487	3,007	4,867
East Wawanosh	4,760			326			3,420	452		1,384	238	2,433	2,541
West Wawanosh	6,848			309			4,715	397		837	2,774	2,488	3,100
Total Towns, &c.	149,235	3,600		7,312	17,306	5,616	77,708	12,076		38,065	38,870	54,702	54,143
Add—For County	34,465		2,002			15,743	7,118	3,105	3,944	14,565			
Total	183,700	3,600	2,002	7,312	17,306	21,359	84,826	15,181	3,944	52,630	38,870	54,702	54,143

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Huron, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE			REMARKS.
					Warden.	Clerk.	Treasurer.	
Ashfield	3,053	2,351	831		George Armstrong	John Cooke	R. Clendinning	
Clinton			84		W. W. Farran	J. A. Nellis	N. Robinson	
Colborne	2,333	1,082	820		W. Young	J. Carroll	A. Sands	
Goderich Town	8	157	218	186	R. Gibbons	James Thompson	C. Fletcher	
Goderich Township	4,410	1,201	1,189		W. Sheppard	T. B. Stokes	J. Patton	
Grey	4,569	3,487	1,084		A. McDonald	R. Hunter	S. Lubbock	
Hay	3,921	2,058	1,327		R. Brown	H. Gird	M. Zella	
Howick	4,424	3,289	1,430		J. Perkins	George Dane	George Strong	
Hullett	3,660	1,823	1,109		T. Muir	James Braithwaite		
McKillop	2,873	1,288	1,129		W. J. Shannon	J. Sullivan	S. Shannon	
Minis	3,653	1,772	897		A. Brown	William Clegg	John McRae	
Seaforth	4	52	124	33	J. H. Burns	William Elliott	J. Duncan	
Stanley	4,101	not given	1,030		T. Simpson	W. Plunkett	R. Reid	
Stephen	2,057	133	815		T. Greenway	C. Punty	T. Coughlan	
Tuckersmith	3,552	1,712	1,380		G. E. Cresswell	William Muir		
Turnberry	2,326	1,382	671	255	B. Willson	J. Johnston		
Usborne	3,948	1,834	1,396		A. Bishop	S. P. Halls	R. Pincombe	
East Wawanosh	2,933	1,577	769		D. Scott	P. Porterfield	J. McGowan	
West Wawanosh	2,626	1,573	836		C. Girvin	R. Murray	W. Durwin	
Total Towns, &c.	54,450	26,776	17,139	474	A. Bishop	O. Adamson	A. M. Ross	
Add—For County								
Total	54,450	26,776	17,139	474				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Kent, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including School rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Towns—													
Chatham	1,650	1,410	946,143	243,050	15,700	14,780	53,923	819	100,000	6,115	6,115	2	9,072
Bothwell	2,371	195	94,780	19,350	1,800	218	.....	4,500	.....	.....	296	12	1,391
Village—													
Dresden	500	235	85,835	11,850	.....	33	5,000	1,392	.....	.....	.....	7½	.....
Townships—													
Camden	41,226	626	351,500	36,305	.....	122	.....	4,000	.....	.....	.....	2	505
Chatham	81,760	1,044	524,806	82,100	.....	4,079	11,000	15,351	.....	.....	641	18½	619
Dover	68,720	556	254,069	32,771	.....	601	.....	.....	.....	.....	.....	15	408
Harwich	86,714	1,311	689,680	82,993	.....	.....	1,200	10,050	.....	.....	.....	7½	1,200
Haward	57,341	1,008	518,039	63,825	1,800	1,790	3,761	1,907	.....	.....	.....	9½	545
Orford	49,916	605	289,180	28,790	.....	60	570	1,700	.....	.....	.....	11	400
Raleigh	70,997	862	533,276	49,495	.....	31	6,037	.....	.....	.....	4,255	9	409
Romney	25,506	146	147,939	11,161	.....	18	.....	1,033	.....	.....	.....	7½	1,535
Tilbury East	51,558	398	178,557	18,928	.....	500	.....	.....	.....	.....	.....	12	1,677
Zone	22,124	263	128,074	16,914	.....	7	4,724	4,220	.....	.....	.....	12	133
Total Towns, &c.	.....	.....	.....	.....	.....	.....	83,215	44,972	.....	.....	11,307	.....	16,894
Add For County	.....	.....	.....	.....	.....	.....	7,332	12,000	.....	.....	.....	4	1,000
Total	560,583	8,659	4,741,818	698,532	19,300	22,239	90,547	56,972	100,000	6,115	11,307	.....	17,894

the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Kent, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.							
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$		
Towns—													
Chatham	13,762			628	16,175		10,553	3,029	1,106	8,634	7,315	4,816	267
Bothwell	3,097			122	440		1,635	326		768	922	1,004	97
Village—													
Dresden	780	1,920			1,374			145		837	1,017	780	49
Townships—													
Camden	7,633			504	245	320	505	900		2,032	2,502	2,762	1,686
Chatham	11,137	211		619	3,645		1,406	424		8,841	11,858	3,465	3,473
Dover	4,301	11,292		418	40	192	418	1,498		1,050	9,876	2,594	2,594
Harwich	6,158			711		751	1,264	1,133		2,730	1,767	5,049	3,119
Haward	7,812	1,907		545	2,091	223	1,090	1,604		2,350	7,939	4,233	3,516
Orford	4,640			383	1,023	328	400	502		2,422	2,155	2,530	2,957
Raleigh	9,094			409	7,665		409	711	27	1,506	5,185	3,743	4,338
Romney	837			87	1,318	197	680	253		655	1,633	642	767
Tilbury East	4,654			227	2,030		1,940	477		1,842	2,990	1,704	2,272
Zone	3,508	1,220		133		557	259	320		351	1,489	998	1,254
Total Towns, &c.	78,413			4,786	36,046	2,568	20,562	11,422	1,133	34,018	56,684	34,320	26,389
Add—For County					1,591	938	1,000	3,360	7,644	6,469	3,082		
Total	78,413	16,550	3,240	4,786	37,636	3,506	21,562	14,782	8,777	40,487	59,730	34,320	26,389

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Kent, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
Towns—								
Chatham	130	292	367	402	R. O. Smith, Mayor	John Fissum	M. Weir	
Bothwell	120	80	105	76	D. McCrancy	H. S. Smith	W. M. Grover	
Village—								
Dresden	17	35	77	49	A. Watson	John Chappel	D. Wallace	
Townships—								
Camden	2,566	1,924	906	245	James Smith	James Stephens	D. Wallace	
Chatham	2,849	2,853	1,544	462	Alex. McDougall	S. Arnold	J. B. Grover	
Dover	2,869	2,243	1,572	269	Richard Brayne	John Welch	Abraham Quilett	
Harwich	4,740	3,087	1,508	383	D. I. Van Velsor	W. R. Fellows	Thomas S. Bell	
Haward	5,137	2,789	1,784	331	John Duck	Charles Grant	B. B. Harrison	
Orford	3,188	1,590	902	152	A. Cram	J. C. McDonald	Ed. McCallum	
Raleigh	3,284	3,826	1,992	395	S. White	J. Genner	S. J. Harvey	
Romney	866	598	283	59	C. Coatsworth	T. Renwick	T. Renwick	
Tilbury East	1,767	2,112	973	133	Alex. Coutts	D. R. Farquharson	J. Coutts	
Zone	982	515	375	63	James Roberts	John Bishop	John Lidster	
Total Towns, &c.	28,515	21,944	12,389	3,019				
Add—For County					D. Van Velsor	Daniel Kerr	C. J. Charters	
Total	28,515	21,944	12,389	3,019				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Lambton, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including School rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	$	$
Townships—													
Bosanquet	70,064	748	482,437	60,570	1,240							·008	2,584
Brook	74,626	574	385,946	44,615								·008	
Dawn	65,522	303	280,860	26,683				4,100				·01	137
Enniskillin	82,204	566	438,791	82,274	3,300	11,813	3,139	768			10,383	·00925	4,481
Euphemia	38,530	511	211,613	29,302		375		3,000				·01	294
Moore	73,321	888	573,966	41,530		3,689	1,500	370				·01	492
Plympton	76,560	942	650,050	64,500								·0045	6,396
Sarnia	39,582	641	302,969	24,655		740	500	1,746				·0126	3,050
Warwick	70,303	931	599,599	88,126	3,200							·007	3,035
Sombra	71,892	616	424,505	60,045	100	3,500						·009	485
Town—													
Sarnia	850	571	577,334	105,200	21,950	3,444		35,100				·123	11,500
Villages—													
Petrolia	2,700	716	360,961	15,600	6,673			8,000				·02	
Oilsprings	1,983	238	68,402	13,400		2,291					168	·02	1,011
Total Towns, &c.	668,177	8,245	5,357,433	656,440	36,463	25,852	5,139	53,084			10,551	·0035	33,465
Add—for County						37,796		12,000	4,800				5,579
Total	668,177	8,245	5,357,433	656,440	36,463	63,648	5,139	65,081	4,800		10,551		39,044

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Lambton, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Townships—													
Bosanquet	6,330			544			2,584	600		2,311	8,933	3,420	3,748
Brooke	4,368			312	1,033			452		2,248	1,124	2,332	2,991
Dawn	3,500	2,000		137			137	530		1,153	2,306	1,061	1,366
Enniskillin	10,201	768		188	2,935	64	3,794	1,089		3,878	4,551	1,784	1,669
Euphemia	2,602	1,800		294		139	294	428		1,539	11,742	2,218	3,478
Moore	6,948			492	937	54	492	770		2,996	4,064	4,142	4,917
Plympton	13,298	1,000		647			7,043	1,046		3,759		4,274	4,104
Sarnia	7,465			423	2,220	153	3,340	680		3,646	3,283	2,684	1,877
Warwick	7,569			575	630		3,035	655		2,723	2,361	3,563	2,828
Sombra	3,799			230			1,435	1,138		4,240	1,125	2,515	2,625
Town—													
Sarnia	15,672	11,500			4,079	1,949	11,608	3,097		4,443	6,558	3,100	235
Villages													
Petrolia	22,664	5,000		480	2,914	560	4,530	16,355		7,656		4,239	192
Oilsprings	3,225			125			1,011	2,278		160		555	125
Total Towns, &c	107,641	22,068	3,930	4,447	14,748	2,919	39,303	29,118		40,752	46,049	35,887	30,155
Add—for County	29,601				10,931	1,200	5,579	3,263	6,693	1,031	4,165		
Total	137,242	22,068	3,930	4,447	25,679	4,119	44,882	32,381	6,693	41,783	50,214	35,887	30,155

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Lambton, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE			REMARKS.
					Reeve.	Clerk.	Treasurer.	
Townships—								
Bosanquet	3,390	2,355	1,112	503	Robert Rae	T. F. Eastman	Thomas Crawford	
Brooke	3,296	1,522	897	174	George Shiring	W. E. Willought	G. Branan	
Dawn	1,227	727	434	103	J. McGregor	H. Paddick	John Davidson	
Enniskillin	1,205	677	549	174	John R. Wilson	W. Bridear	John Hendra	
Euphemia	3,039	1,303	2,218	180	John Dobbin	W. Armstrong	John Gunne	
Moore	5,296	1,783	1,376	336	Robert Fleck	J. Watson	Alex. Sinclair	
Plympton	6,542	1,514	1,176	428	David Nesbit	J. R. K. Scott	George Whiting	
Sarnia	2,247	662	603	173	John Lowrie	E. Watson	E. Watson	
Warwick	3,680		1,104	252	Robert Campbell	J. Campbell	John Morris	
Sombra	2,149	1,639	1,638	187	P. Catanach	A. Mullin	A. Pattray	
Town—								
Sarnia	11	62	126	112	J. A. McKenzie	P. T. Poussett	G. A. Carman	
Villages								
Petrolia	15	42	243	142	Joseph McDougall	G. E. Murphey	R. Barclay	
Oilsprings	49	159	81	37	George Palmer	H. Brown	W. Richardson	
Total Towns, &c	32,146	12,445	11,557	2,801				
Add—for County								
Total	32,146	12,445	11,557	2,801				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Lanark, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount rated for school purposes.
			$	$	$	$	$	$	$	$	$	mills.	$
Smith's Falls	400	295	216,400	97,700								10¼	
Lanark Village	2,809	123	64,603	19,795	4,325							20	
Carleton Place	800	286	11,832	16,750	600	11		4,500				12	
Almonte		490	168,990	45,950	7,600		600					16	1,944
Ramsay	56,090	525	320,175	74,560	500		3,900					8	3,946
Beckwith	56,229	385	250,768	51,200		170	4,900					7½	2,777
Pakenham	49,758	386	157,228	34,290	458	18						10	628
Montague	62,550	534	191,539	98,174		21						6	1,722
Bathurst	58,782	590	258,575	81,487			600					8	3,075
Drummond	56,729	560	269,037	53,695			600					7	3,399
North Burgess	30,142	295	83,038	17,794			600					7 3	1,645
South Sherbrooke	32,791	210	39,264	17,525								12	641
North Elmsley	26,219	264	109,687	14,400								11 6	850
Lanark Township	55,059	393	158,150	78,792			615					9	
Darling	34,290	144	42,370	18,620			300					6 3	
Dalhousie, North Sherbrooke and Lavant	94,247	417	143,204	73,708	2,000	195	700					8½	
Perth Town	1,000	910	556,050	108,850	37,000		2,500	6,200				1 ct.	2,900
Total Towns, &c.	617,895	6,807	3,340,910	903,490	52,483	415	37,815	10,700					23,527
Add—For County						3,500							
Total	617,895	6,807	3,340,910	903,490	52,483	3,915	37,815	10,700					23,527

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Lanark, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.							
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$		
Smith's Falls	4,854					989	988	270		1,190	835	1,382	135
Lanark Village	1,739						860	130		700		633	220
Carleton Place	3,335						1,200	340		800			
Almonte	3,548				480		2,200	670		1,132	144		
Ramsay	7,118			396	75		4,342	485		531	166	2,347	2,190
Beckwith	4,538			273	452		3,077	431		710	60	1,617	2,819
Pakenham	1,882			208	669		628	397	11	359	83	1,759	1,596
Montague	4,122			392			2,122	380		148	237	2,528	3,188
Bathurst	5,446			396	400		3,471	441		853	148	2,803	3,455
Drummond	5,241			303	376		3,702	439		486	138	1,685	1,884
North Burgess	2,214			197	168		1,842	248		125	128	1,162	1,164
South Sherbrooke	1,236			133	150		774	270		100	50	642	634
North Elmsley	2,414			174			850	300		360	725	1,310	1,787
Lanark Township	5,772			279				418		638	49	1,942	3,548
Darling	556			99	172		129	216		129		724	982
Dalhousie, North Sherbrooke } Lavant }	3,864				511		660	479		269	2,507	2,307	3,410
Perth Town	7,100			354									
				1,120	2,000	1,400	3,713	800		2,300	2,061	2,853	319
Total Towns, &c.	64,979			4,414	5,453	2,389	30,558	6,714		10,830	7,331	25,694	27,331
Add—For County	4,600	6,000	1,205	5,673	2,600		5,670	1,500	6,232		2,000		
Total	69,579	6,000	1,205	10,087	8,053	2,389	36,228	8,214	6,243	10,830	9,331	25,694	27,331

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Lanark, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Smith's Falls	21	76	75	86	J. H. Gould	R. Harper	R. W. Bartlett	
Lanark Village	184	50	107		A. Dobbie	John Robertson	F. McIntyre	
Carleton Place			69	10	R. Crampton	James Poole	James Gillies	
Almonte					Dr. Mostyn	Thomas Coulter	James Wylie	Bank stock, $600
Ramsay	4,124	1,089	771		D. Galbraith	Thomas Coulter	James H. Wylie	Bank stock, $3,900
Beckwith	3,518	968	770		James Corin	E. McEwen	E. McEwen	Bank stock, $4,900
Pakenham	2,487	540	440		Young Scott	James Connery	T. Ellis	
Montague	3,590	914	980		P. Clarke	W. Robertson	Thomas King	
Bathurst	3,649	802	936		W. Lees	T. Brooke	Joseph Warren	Town hall, $600
Drummond	3,299	773	689		A. Code	T. Brooke	H. McDonald	Town hall, $600
North Burgess	1,248	358	303		Ed. Byrne	Thomas Brooke	W. Allan	Town hall, $600
South Sherbrooke	737	219	199		R. Deane	T. Brooke	H. Thompson	
North Elmsley	2,113	377	501		J. Fairgrieve	James S. Moore	Charles Doulin	
Lanark Township	3,368	722	767	162	James Affleck	W. Scott	William Croft	
Darling	960	205	201	101	W. Kintout	James Watt	J. Watt	Bank stock, $300
Dalhousie, North Sherbrooke and Lavant	3,732	730	659	241	G. Campbell	Arch. Kino	T. Dunlip	
Perth Town	51	7	141	148				
Total Towns, &c.	33,081	7,830	7,608	748				
Add—For County								
Total	33,081	7,830	7,608	748				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure &c., of the Municipalities within the United Counties of Leeds and Grenville, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts mills.	$
Rear of Yonge and Escott	29,213	403	256,326	47,515		3	2,000					·0062	
Edwardsburgh	69,399	1,027	893,445	57,400		230	15,153					4½	799
Elmsley	21,917	258	103,832	16,448								7½	358
Rear of Leeds and Lansdowne	46,900	508	256,597	17,650								1-11	1,255
Front of do	55,428	687	268,359	29,400								1·1	
Augusta	74,242	1,110	606,802	41,039	5,700		16,265					7·2	1,077
Front of Yonge	31,160	350	151,801	11,285		3	4,163					1¼	
South Crosby	32,870	428	103,568	14,900			4,622					6·5	1,012
Bastard and Burgess	55,263	780	445,455	29,160	500							43-64	1,787
Kitley	48,765	606	325,835	28,210			800					9·4	
Kemptville	377	177	86,419	15,200				2,250				1⅞	738
Oxford	59,722	748	640,936	39,400	1,000	200	420					5 1-5	
South Gower	21,581	208	225,417	7,400		52						5	48
North Crosby	36,874	407	139,584	5,800			3,654					6 2-3	2,009
Front of Escott	24,630	303	74,876	7,218	760		4,723				900	1½	293
Merrickville	737	162	126,725	4,600			4,000					7¾	964
Gananoque	1,282	487	154,315	14,300				11,600				1·8	1,400
Elizabethtown	75,152	1,321	735,746	91,852		43	3,506		154,000			5·7	920
Walford	43,500	534	254,540	41,400	900	272						7-10	1,432
Total Towns, &c	729,012	10,504	5,850,578	545,677	8,860	803	59,306	13,850	154,000		900		14,092
Add—for County						12,687	81,073	20,000			10,340		5,642
Total	729,012	10,504	5,850,578	545,677	8,860	13,490	140,379	33,850	154,000		11,240		19,734

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the United Counties of Leeds and Grenville, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.							
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$	$	$
Rear of Yonge and Escott	1,874						5	359		59		1,648	1,962
Edwardsburgh	4,278				1,081		799	391		312	952	4,367	4,928
Elmsley	973				44		358	282		76	19	247	771
Rear of Leeds and Lansdowne	2,411				139		1,255	610		184		2,213	3,175
Front of do	3,225				100			450		525	113	2,892	4,870
Augusta	1,200				4,094		1,077	649		133	1,600	4,150	4,147
Front of Yonge	2,038				4,163			335		40	104	1,412	2,218
South Crosby	1,461						1,012	281			128	1,870	2,510
Bastard and Burgess	707				174		1,787	750		174	159	2,915	4,662
Kitley	3,601				408		134	452	6	959	401	2,451	3,136
Kemptville	2,037			107	176	200	810	328		433	347	767	136
Oxford	1,923				288			775		528	88	3,366	3 300
South Gower	335				48		48	203		25	94	903	1,238
North Crosby	1,066						2,009	202		240	43	1,665	1,839
Front of Escott	539				776		293	247		245	34	1,101	2,107
Merrickville	1,950			114	350		1,078	401		400	1,200	701	127
Gananoque	5,756			351	950	733	1,751	521		2,000	500	2,377	218
Elizabethtown	800				2,987		920	1,050		1,186	185	4,042	5,400
Walford	1,000				1,091		1,432	585		286	293	2,189	2,795
Total Towns, &c	37,174			572	16,869	933	14,768	8,869	6	7,805	6,251	41,276	49,539
Add—for County	18,311	7,500	2,724	8,497	4,366	3,440	17,363	4,574	5,569		12,122		
Total	55,485	7,500	2,724	9,069	21,235	4,373	32,131	13,443	5,575	7,805	18,373	41,276	49,539

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the United Counties of Leeds and Grenville, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
Rear of Yonge and Escott	1,624	597	548	177	Richard Preston, Forfar.	James Jessup, Brockville.	James L. Schofield, Brockville.	Stock in Incorporated Companies $8,080.
Edwardsburgh	3,923	1,406	1,584					
Elmsley	1,295	322	262					
Rear of Leeds and Lansdowne	2,747	1,016	863					
Front of do	3,910	1,101	1,227					
Augusta	4,361	1,264	1,358					
Front of Yonge	1,601	424	513	137				
South Crosby	2,523	727	664					
Bastard and Burgess	4,345	1,346	1,223					
Kitley	3,518	993	954					Paid on Debentures $250.
Kemptville	23	45	62	36				
Oxford	3,844	1,094	1,067					
South Gower	1,012	343	325					
North Crosby	1,946	660	492	217				
Front of Escott	1,233	398	388					
Merrickville	31	54	61	19				
Gananoque	98	78	129	93				
Elizabethtown	4,395	1,327	1,589					
Walford	2,890	796	850					
Total Towns, &c.	45,319	13,981	14,159	679				
Add—for County								
Total	45,319	13,981	14,159	679				

JAMES JESSUP,
Clerk of the Municipalities of the United Counties of Leeds and Grenville.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the Counties of Lennox and Addington, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Adolphustown	11,443	192	142,437	3,650	700							5½	93
Amherst Island	14,632	214	180,760	22,060	500							5 1-5	1,458
Bath	1,980	135	100,514	22,800	400			3,800				13	4,272
Camden East	83,227	1,201	674,242	129,637	800		660					6	750
Denbigh, Abinger and Ashby	17,034	93	15,195	3,800								1	159
Ernestown	64,200	1,067	877,255	33,250	200		16,062					½	520
North Fredericksburg	23,041	387	328,080	4,800								5½	340
South do	20,266	328	333,974				1,000					6	
Kaladar and Anglesea	29,745	210	34,255	5,000								1	
Napanee	1,400	765	521,915	47,400	6,300	91	25,000	25,000				1¾	4,550
Newburgh	3,065	253	122,575	1,300	3,650	125						5	600
Richmond	43,643	810	378,455	47,300								6½	425
Sheffield	48,576	541	188,702	9,100		1,059						12	
Total Towns, &c	362,252	6,196	3,898,559	360,097	12,550	1,275	42,722	28,800					13,167
Add—for County						10,859	105,519	110,000			49,287		2,913
Total	362,252	6,196	3,898,559	360,097	12,550	12,134	148,241	138,800			49,287		16,080

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the Counties of Lennox and Addington, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenue.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Adolphustown	807			93			186	115				665	903
Amherst Island	2,515			147				150		200		1,073	969
Bath	1,444			74			4,272	142		147	681	527	249
Camden East	6,007				979			858		1,517	4,000	3,230	5,486
Denbigh, Abinger and Ashby					78		105	143		10	51	324	347
Ernesttown	4,537				176		928	374		689	830	3,694	4,644
North Fredericksburg	1,809							3,101		218		1,377	2,183
South do	2,003							423		300		1,139	1,509
Kaladar and Anglesea	525			66	285		230	400		167		589	416
Napanee	9,364			365	1,970	1,398	4,915	1,417		4,107	14,076	2,757	170
Newburgh	1,500			562			2,200	100	10	100	75		270
Richmond	2,767			450			900	992		300		2,731	3,437
Sheffield	1,864	500				40	300	537		397		517	2,114
Total Towns, &c.	35,142	500		1,757	3,488	1,438	14,036	8,752	10	8,152	19,713	18,623	22,697
Add—for County	11,209		1,897	5,943	3,350	6,907	9,514	5,849	4,174	17,467	10,696		
Total	46,351	500	1,897	7,700	6,838	8,345	23,550	14,601	4,184	25,619	30,409	18,623	22,697

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the Counties of Lennox and Addington, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Adolphustown	898	328	412	82	M. C. Bogart	F. Bartlett	A. C. Davis	
Amherst Island	1,411	426	443	138	C. M. Howard	R. G. Girvan	R. K. Montgomery	
Bath	83	53	109					
Camden East	5,239	1,565	1,576					
Denbigh, Abinger and Ashby	183	96	37	50				
Ernestown	5,221	756	1,945					
North Fredericksburg	1,623	323	825			F. Anderson	J. Schuym	
South do	1,342	609	812		Ira Ham	R. Sills	D. Clute	
Kaladar and Anglesea	516	186	85			J. Brydon	O. Rolph	
Napanee	26	93	142	80	S. McL. Deltor	W. R. Chamberlain	R. Easton	
Newburgh	107	81	125	46	A. Caton	A. R. Aylsworth	H. Paul	
Richmond	3,339	1,050	1,124		T. Sexsmith	A. Winters	J. W. Sexsmith	
Sheffield	2,187	1,059	615		E. Perry	J. Shields	A. Hassard	
Total Towns, &c	22,175	6,625	8,250					
Add—for County					I. Ham	W. V. Deltor	E. Hooper	
Total	22,175	6,625	8,250	396				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Lincoln, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$ cts.	$	$	$ cts.	$ cts.	$ cts.	$ cts.	$	$ cts.	mills.	$
Towns—													
St. Catharines	.....	2,124	2,413,080 00	532,090	132,600	13,500 00	139,783 56	155,073 33	369,874 21	.....	15,358 72	12½	15,153 36
Niagara	555	499	248,301 00	29,800	6,000	1,364 00	94,320 00	4,041 00	40,324 00	22,926	4,400 00	13	1,023 00
Village—													
Port Dalhousie	.....	214	1,261 90	15,300	.....	.....	.....	.....	.....	.....	.....	14	1,127 58
Townships—													
Caistor	32,847¾	437	360,765 00	21,125	.....	21 72	.....	.....	.....	.....	.....	5	.....
Clinton	25,261	522	648,555 00	71,476	.....	.....	120 00	.....	.....	.....	.....	4	342 00
Gainsborough	39,762	619	590,748 00	38,780	.....	9 57	.....	.....	.....	.....	.....	4	.....
Grimsby	33,805	625	609,934 00	52,221	1,500	7 79	.....	.....	.....	.....	.....	4½	.....
Grantham	21,012	815	875,800 00	87,960	3,500	27 00	.....	.....	.....	.....	.....	4·4	.....
Louth	19,701	342	447,853 00	45,550	.....	7 28	.....	.....	.....	.....	.....	5	.....
Niagara	22,212½	545	660,996 00	58,646	.....	1,924 37	3,500 00	.....	.....	.....	1,331 77	4·9	3,773 68
Total Towns, &c.	.....	.....	.....	.....	.....	16,861 73	.....	159,114 33	.....	.....	.....	.....	.....
Add– For County	.....	.....	.....	.....	.....	4,598 72	.....	7,835 34	.....	.....	.....	.....	.....
Total	195,155	6,742	6,857,293 90	949,848	143,600	21,460 45	245,535 64	166,949 00	410,198 21	22,926	21,090 49	.....	21,419 62

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Lincoln, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenue.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$ cts.	$	$	$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		
Towns—													
St. Catharines	43,042 23	42,000		589	16,826 87	9,292 21	15,153 36	61,649 54	3,326 51	11,258 32	3,500 00	8,503	
Niagara	4,079 00	5,896		135	3,712 00	613 00	1,158 00	836 00	136 00	1,366 00	10,763 00	1,437	153
Village—													
Port Dalhousie	2,049 92			133	997 00		1,071 00	200 00				971	65
Townships—													
Caistor	2,198 48				1,112 84		692 43	2,217 42		384 97		1,873	2,616
Clinton	3,869 78			342			684 00	286 70	6 05	476 14	2,313 22	2,491	2,354
Gainsborough	2,678 52						400 00	323 50		574 55	249 00	2,546	3,140
Grimsby	3,622 53						934 00	378 00		355 52	223 00	2,634	2,318
Grantham	4,492 00				670 00		942 00	666 00	27 00	744 00	3,088 00	3,845	2,065
Louth	2,467 00				533 00		533 00	380 00		687 56	1,364 00	1,578	1,365
Niagara	7,368 00			257	330 64		3,773 68	404 50		286 50	6,373 23	1,808	1,628
Total Towns, &c.	75,867 46												
Add—For County	20,597 56		2,946 31										
Total	96,465 02	47,896	2,946 31	1,456	32,337 15	10,501 55	36,052 18	69,169 07	8,851 97	19,033 64	39,668 69	27,686	15,704

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Lincoln, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
Towns								
St. Catharines				225	H. H. Collier	J. Rollason	W. D. Methberger	
Niagara		79	87	108	H. Caffard	J. Rogers	J. Rogers	
Village								
Port Dalhousie	27	86	57	56	J. Lavile	W. Corniden	R. Wood	
Townships								
Caistor	2,571	967	918	166	J. Asher	H. J. Sharp	A. Spears	
Clinton	2,815	1,278	1,199	221		R. Kilborn		
Gainsborough	3,749	1,229	1,102	193	J. Kennedy	B. Bramer	B. Bramer	
Grimsby	2,920	760	1,075	239	A. Morse	J. W. Cook	J. W. Cook	
Grantham	1,805	1,296	1,173	267	J. W. Johnson	J. H. Bessey	J. H. Bessey	
Louth	1,647	964	768	167		A. Martin	A. Martin	
Niagara	2,263	1,196	929	184				
Total Towns, &c.								
Add—For County								
Total	17,797	7,855	7,308	1,826				

F. A. B. CLENCH,
County Clerk, County of Lincoln.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Middlesex, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Adelaide	44,210	605	345,718	42,052		4,881						1¾	
Biddulph	39,034	541	455,213	35,300		2,435						1	
Caradoc	61,757	839	396,925	36,205	300	187						1·85	
Delaware	23,261	359	280,474	6,560			1,055			1,998	1,001	14¾	
Dorchester North	51,028	766	875,790	45,140	260			3,345				1	506
Ekfrid	53,761	593	311,850	37,155	none	3,724	none	600	none			1·8	
Lobo	47,191	632	644,595	52,970	1,830	461						1 2·7	
London	98,600	2,763	2,266,860	84,829								10½	
Lucan	400	197	50,017	2,600		17 50					1,200	1	7 90
Metcalfe	36,167	590	215,006	21,320				3,600				2	
Mosa	47,971	672	376,675	66,465	300	156		400				1·2	389
McGillivray	66,775	1,032	768,053	28,175		68		3,000			3,037	9	
Nissouri West	49,500	650	549,970	61,545								1¼	
Parkhill	500	247	93,465	19,200	none	1,401		3,210					
Strathroy	2,290	713	344,590	45,510	7,100	1,060		3,000				14	
Williams East	38,844	550	273,962	24,431			400					2	
Williams West	35,218	506	329,730	24,315		102 26						11	
Westminster	63,988	1,304	1,805,292	143,120			1,783					9½	
Wardsville	445	128	38,310	9,090								1½	70
Newbury (included in Mosa)													
Total Towns, &c.						13,764	3,238	17,155		1,998			
Add—For County						76,185	306,000	656,133		10,267			
Total	760,940	13,687	10,422,495	785,932	9,790	89,947	309 238	673,288		12,265	50,556		1,755

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Middlesex, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Adelaide	5,400						3,163	420		756	465	2,532	2,939
Biddulph	8,877 97				2,937		501	485 53		1,278 19	6,967	2,741	1,569
Caradoc	8,260				578		821	1,213		1,100	250	3,621	2,900
Delaware	4,373				264		310	890		276	2,288	1,564	2,032
Dorchester North	8,778	3,345		506	1,004		1,133	558		1,501	9,883	3,155	4,361
Ekfrid	8,821	none	none		10	48		413		1,508	696	2,800	4,289
Lobo	13,646				305		5,217	510		590	155	not taken by assessor	
London	23,802						1,174	1,463		1,263		10,622	6,695
Lucan	2,414 01						900	113 62		518 85	827 21		
Metcalfe	7,029 89					126	280	33,650		650	470	2,305	1,809
Mosa	5,819	none	none	none		32	299	392		754	237	2,774	3,670
McGillivray	12,212				1,423	210	561	680		3,900	8,035	1,227	2,943
Nissouri West	9,172				100			375		1,000	200	3,000	3,570
Parkhill	1,954				327 50			115	150	417 62	1,756 68	not returned	
Strathroy	6,948				2,700	180	4,000	22,339		1,906	16,253	3,006	252
Williams East	6,137	649			1,027		651	421		1,996	2,685	2,256	2,968
Williams West	7,563				340		607	413 07		728	3,928	2,625	2,130
Westminster	18,509				2,025		761	394		1,337	16,258	5,150	5,755
Wardsville	740			70	765		140	124		710		489	90
Newbury (included in Mosa)													
Total Towns, &c.	154,155			576	13,805 50			31,655		22,189 66	71,353 84	49,867	46,972
Add—For County	78,924		797,679	8,253 25	45,510			4,433	18,060	17,301	44,381		
Total	233,079	3,994	797,679	8,829 25	59,315 50	46,670	30,956	36,088	18,060	39,490 66	115,734	49,867	46,972

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Middlesex, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
	$	$	$	$				
Adelaide	2,159	1,202	883	236	William Murdoch	A. Preston	John Hanna	
Biddulph	2,838	1,434	725	254	J. Hodgins	H. Hodgins	J. Hanagan	
Caradoc	3,884	637	1,049	276	T. Northcott	J. Ferguson	E. Handy	
Delaware	2,158	1,034	766	126	H. C. Rogers	B. Paine	C. J. Ladd	
Dorchester North	3,069	1,682	1,429	295	R. Dreamy	D. P. Aylesworth	W. Cartwright	
Ekfrid	4,903	2,264	1,140	173	H. McFarlane	W. Sutherland	A. Black	
Lobo				255	A. McKellar	W. M. Pringle	J. Wood	
London	9,966	3,191	2,622	612	W. Shoebottom	W. Taylor	C. Wilson	
Lucan				37	R. H. O'Neil	H. Macklin	J. C. Frank	
Metcalfe	2,357	654	563	188	R. Brown	J. Hutton	A. Arthur	
Mosa	3,186	1,785	1,062	251	B. Watterworth	A. Wilson	J. Anderson	
McGillivray	4,543	2,058	1,245	361	A. Erskine	William Fraser	George Arcoat	
Nissouri West	4,732	1,766	1,083	316		William Lee	R. Logan	
Parkhill	not returned							
Strathroy	101	247	226	105	J. D. Denan, Mayor	J. B. Winslow	W. H. Armstrong	
Williams East	2,805	952	794	216	J. Waters	D. Wyllie	R. Calderwood	
Williams West	2,598	1,094	711	209	A. Elliott	R. McIntyre	R. McIntyre	
Westminster	6,250	2,037	2,055	416	J. Armstrong	H. Anderson	T. Smith	
Wardsville	40	45	64	25	M. G. Munro	G. Wilson	G. Wilson	
Newbury (included in Mosa)								
Total Towns, &c.								
Add—For County								
Total	55,589	22,082	16,415	4,351				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Norfolk, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	mills.	$
Charlotteville	57,663	875	642,065	77,385	1,400	1,385	8,132	....	....	....	....	57	504
Houghton	33,755	427	251,360	19,460	....	1,331	963	6,900	1,604	....	....	8	261
Middleton	55,102	627	323,307	62,720	....	30	1,246	....	....	....	....	6	401
Simcoe, Town of	401	538	372,040	70,924	45,914	3,462	....	28,800	....	....	....	4 c.	1,891
Townsend	67,817	1,204	957,404	56,445	3,433	600	2,379	....	1,000	....	....	9½	739
Walsingham	92,387	1,057	745,753	40,216	600	3,566	....	....	....	....	....	4	631
Windham	65,082	1,053	730,163	51,140	1,000	....	800	....	....	....	....	5	300
Woodhouse	34,000	861	738,102	102,706	4,540	....	....	....	....	....	....	....	475
Total Towns, &c.	356,206	6,652	4,760,284	481,536	56,947	9,774	13,560	36,700	1,604	....	....	....	5,572
Add—For County	....	....	....	....	....	12,624	59,000	3,000	....	....	....	.003175	....
Total	356,206	6,652	4,760,284	481,536	56,947	22,398	72,560	39,700	1,604	....	....	....	5,572

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Norfolk, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Charlotteville	3,037			504			1,008	650		1,250	800	3,408	3,165
Houghton	2,173			261			744	356		405	1,363	1,945	2,170
Middleton	1,333	1,100		401	563	370	802	512		1,305	2,136	2,687	3,192
Simcoe, Town of	6,056			986	900	52	2,917	750		1,206	740	2,000	122
Townsend	10,012			674		1,710	1,432	800		877	1,900	4,840	5,124
Walsingham	4,612	1,000		651	561		1,202	801		2,541	375	4,774	4,864
Windham	3,912	980		567	343		1,157	1,443		1,107	1,099	3,130	4,719
Woodhouse	4,204			475	500		950	700		1,200	250	3,465	2,998
Total Towns, &c.	35,339	3,080		4,518	2,867	2,132	10,212	6,012		20,691	10,913	26,309	26,354
Add—For County	14,659		3,306	5,375	5,176	240	10,222	2,166	8,005	250	6,473		
Total.	49,998	3,080	3,306	9,893	8,043	2,372	11,276	8,178	8 005	20,941	17,386	26,309	26,354

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Norfolk, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE			REMARKS.
					Warden.	Clerk.	Treasurer.	
Charlotteville	2,888	1,688	1,325	246	Alex. McColl	John Machon	O. M. Smith	
Houghton	2,059	1,320	646	139	Thomas Chamberlain	William Freeland	William Freeland	
Middleton	2,646	1,556	850	241	Jacob Loreen	J. C. H. Hiron	Percy Dean	
Simcoe, Town of	67	111	198	99	D. J. Wilson	W. W. Livingstone	E. Jackson	
Townsend	5,250	2,303	1,950	405	J. T. Green	N. Boughmer	Daniel Foster	
Walsingham	4,374	3,623	1,647	334	H. J. Killmaster	J. Phelan	J. T. Dedrick	
Windham	3,931	2,618	1,619	316	Charles Robertson	R. Green	R. A. Clement	
Woodhouse	3,738	1,865	1,354	291	Ozias Ansley	T. M. England	F. Porritt	
Total Towns, &c.	24,953	15,084	9,589	2,071				
Add—For County								
Total	24,953	15,084	9,589	2,071				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the United Counties of Northumberland and Durham, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Alnwick	15,588	186	129,933	15,590	.....	.....	.....	.....	.....	.....	.....	7 2	1,016
Brighton	46,924	702	465,055	61,165	.....	99	.....	.....	.....	.....	.....	3½	3,350
Cartwright	35,568	551	273,350	29,610	.....	30	1,100	.....	.....	.....	.....	5¼	309
Cavan	62,890	1,040	760,430	89,300	.....	581	4,500	.....	.....	.....	950	5	600
Clarke	67,254	1,069	848,060	79,350	None.	.....	.....	.....	25,200	.....	.....	6½	6,756 53
Cramahe	46,487	691	555,385	34,315	.....	768	1,200	.....	.....	.....	.....	5	471
Darlington	67,911	1,221	1,110,556	132,232	1,800	.....	4,200	.....	.....	.....	23 V., c. 98 26,000	3	730
Haldimand	76,461	1,002	959,295	71,850	2,700	.....	.....	.....	.....	.....	.....	5½	5,483
Hamilton	61,587	1,152	937,789	134,960	8,800	.....	5,765	.....	.....	.....	.....	5	6,207
Hope	64,433	1,014	808,868	69,775	3,000	.....	.....	.....	.....	.....	.....	4	624
Manvers	69,759	682	430,758	51,225	120	.....	2,849	.....	.....	.....	505	7	3,239
Monaghan South	18,032	196	252,191	22,226	.....	.....	.....	.....	.....	.....	.....	3	310
Murray	48,651	727	491,040	36,110	.....	.....	.....	.....	.....	.....	.....	3½	898
Percy	51,416	707	375,890	37,550	2,000	469	1,594	.....	28,765	.....	.....	5½	5,791
Seymour	61,967	816	476,691	104,509	.....	.....	1,500	.....	.....	.....	.....	7½	3,949
Town—											23 V., c. 98		
Bowmanville	2,694	1,122	556,323	85,780	11,580	1,000	43,000	45,000	.....	.....	16,000	1·4	3,265
Villages—											600	9	1,956
Brighton	2,394	282	251,381	31,689	2,810	.....	.....	.....	.....	.....	.....		
Colborne	1,016	230	149,520	29,000	2,400	.....	.....	.....	.....	.....	.....	2	888
Newcastle	2,400	232	79,789	25,100	1,865	.....	.....	.....	.....	.....	.....	6	1,400
Total	734,176	13,632	9,912,304	1,141,786	37,075	2,947	65,708	45,000	53,965	.....	44,055	.....	47,212

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the United Counties of Northumberland and Durham, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.								
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$		
Alnwick	2,170			168	172		1,023	221		267	365	968	983
Brighton	6,516			438			3,788	450		800		2,938	2,700
Cartwright	1,969			309			618	450		500	100	3,180	2,004
Cavan	4,355			600	540		1,200	780		978	1,940	4,398	4,098
Clarke	13,073						6,756	900		1,200	200	4,576	5,402
Cramahe	2,656			471	4,465	17	942	838		1,284	1,928	2,952	3,639
Darlington	8,374			730	1,006		1,460	742		1,225	852	5,536	6,527
Haldimand	13,826			725			6,178	801		1,960	3,491	4,410	5,615
Hamilton	11,308			704	174		7,771	969		1,973	419	5,345	5,425
Hope	3,856			624	1,036		1,248	694		1,336	3,301	3,447	4,849
Manvers	3,537			505	1,004		3,824	1,036		1,188	1,732	3,165	3,266
Monaghan South	892			143	122		310	172		63	592	914	975
Murray	1,718			449	1,050		898	408	40	816	355	3,075	3,343
Percy	8,264			752	1,712		8,716	813		2,219	6,944	3,275	3,224
Seymour	7,976			511			3,949	595		1,324	622	3,832	4,990
Town—													
Bowmanville	12,481			373	1,830	3,040	5,873	1,072		1,996	2,009	3,199	318
Villages—													
Brighton	2,434	900		637	193		2,000	206		310	120	1,192	331
Colborne	1,575			659	412		2,402	334		780	146	894	220
Newcastle	2,848			136	584		1,536	380		567		871	183
Total	109,828	900		8,634	14,300	3,057	60,492	11,861	40	20,786	25,116	58,177	58,092

STATEMENT of the Assets, Liabilities, Revenue, Expenditure &c., of the Municipalities within the United Counties of Northumberland and Durham, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Alnwick	1,135	597	381	70				
Brighton	2,947	1,465	1,221	148				
Cartwright	3,145	1,878	1,064	196				
Cavan	4,492	2,143	1,603	463				
Clarke	5,819	2,138	2,293	454				
Cramahe	2,964	1,534	1,273	157	E. Cochrane	T. C. Runack	W. Easton	
Darlington	7,361	2,625	2,721	185				
Haldimand	5,375	2,738	2,126	340				
Hamilton	6,205	2,245	2,205	444				
Hope	6,067	1,502	1,549	301	W. Moore	N. Peters	Thomas Oake	
Manvers	3,497	2,034	1,320	273				
Monaghan	1,659	411	416	77				
Murray	3,362	1,468	1,335	186				
Percy	2,839	1,797	1,176	178				
Seymour	3,907	1,573	1,287	269				
Town—								
Bowmanville	223	114	216	124				
Villages								
Brighton	248	102	192	54				
Colborne	32	125	120	41	D. Simmons	A. Vars	J. M. Murrian	
Newcastle	157	84	101	58				
Total	61,434	26,573	22,599	4,323				

E. A. MACNACHTAN,
County Clerk.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Ontario, for the year 1872

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including School rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Town—													
Whitby	3,800	569	614,184	61,200	18,115	8,200	38,124	45,200			2,822	1·6	5,751
Village—													
Oshawa	2,400	897	485,070	44,050	13,575	2,000		5,000				1·4	3,500
Townships—													
Brock	64,347	937	622,386	97,479	500		7,500	42,500				1 35·4	637
Mara	60,231	556	333,980	33,000		935						95·2	
Rama	2,149	185	66,270	4,500			100					8	
Pickering	76,978	1,322	1,718,401	173,810	800	72	525					51	984
Reach	61,553	1,201	865,071	102,180			5,518	22,000				1 2	6,020
Scott	46,456	572	366,925	28,825							8,500	1·1	2,100
Scugog	9,092	113	94,489	7,750			50	1,700				7·6	974
Thorah	30,004	457	314,041	46,290				4,600				1·15	242
Uxbridge	52,194	906	406,095	33,400	3,200	740	400	50,000				1·11	
Whitby East	31,558	574	899,093	133,050	12,020							5	
Whitby West	31,650	740	1,469,610	159,050	850		4,915	12,000				5·3	None.
Add—For County								18,300				2·4	
Total	472,342	9,029	8,255,615	924,584	49,060	11,947	57,132	201,300			11,322		20,208

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Ontario, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Town—													
Whitby	6,134	11,000	.....	1,783	9,169	2,670	8,380	2,094	.....	2,354	18,743	2,963	495
Village—													
Oshawa	11,086	6,968	.....	1,503	885	2,850	3,775	987	.....	4,367	10,085	2,805	192
Townships—													
Brock	10,526	.....	.....	637	.....	.....	.....	602	.....	1,908	4,556	5	4,803
Mara	2,551	.....	.....	.....	1,593	.....	162	720	.....	1,601	1,680	2,218	2,163
Rama	565	.....	.....	.....	.....	.....	293	263	.....	1,653	40	577	379
Pickering	10,087	.....	.....	907	313	.....	1,220	1,086	.....	5,162	1,064	6,525	7,340
Reach	15,788	.....	.....	.....	5,581	3,440	3,391	1,164	.....	1,590	625	4,812	5,578
Scott	6,335	.....	.....	.....	.....	510	.....	400	.....	1,400	.....	2,557	3,219
Scugog	827	.....	.....	108	693	342	27	175	.....	30	760	630	885
Thorah	4,306	.....	.....	242	2,343	1,260	212	370	.....	1,317	2,244	1,992	1,883
Uxbridge	11,500	.....	.....	.....	3,628	3,000	3,412	5,563	.....	1,649	2,618	4,186	3,218
Whitby East	5,787	.....	.....	None.	580	.....	200	3,145	.....	2,174	.....	3,309	3,486
Whitby West	8,731	.....	.....	None.	547	2,535	179	604	.....	1,864	4,658	2,950	3,720
Add—For County	20,000	.....	2,140 77	.....	.....	1,134	6,471	5,652	7,210	1,630	3,630	.....	.....
Total	114,223	17,965	2,140 77	5,180	25,332	17,741	27,722	22,825	7,210	28,699	50,703	35,579	37,561

STATEMENT of the Assets, Liabilities, Revenue, Expenditure &c., of the Municipalities within the County of Ontario, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
Town—								
Whitby	160	225	251	109	James O. Guy—P. O. Address—Oshawa.	Thomas Huston	Thomas Huston	
Village—								
Oshawa	79	42	147	140		L. English	H. Carswell	
Townships—								
Brock	4,563	2,856	1,709	306		T. H. Walsh	R. Edwards	
Mara	2,041	1,136	626	178		H. E. O'Dell	W. Boulton	
Rama	336	145	73	58		D. O'Brien	E. Lawrence	
Pickering	1,886	3,159	2,897	615		H. Beaton	H. Beaton	
Reach	4,571	2,318	1,973	404		J. Christie	G. Currie	
Scott	2,875	1,654	1,140	225		William Nelson	W. Nelson	
Scugog	676	389	283	51		J. Foy	J. Foy	
Thorah	1,855	1,053	628	154		George Smith	J. McKay	
Uxbridge	3,947	1,507	1,371	314		Robert Spence	J. G. Crosby	
Whitby East	2,180	2,719	1,399	232		William Beal	John Smith	
Whitby West	1,870	920	1,325	231		R. T. Harrison	R. Darlington	
Add—For County								
Total	27,039	18,123	13,822	3,017				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Oxford, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including School rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	mills.	$
Towns—													
Ingersoll	1,722	1,113	820,034	35,000	7,900	9,900	39,139	44,400				12	7,245
Tilsonburg	1,844	376	186,823	25,650	2,500	26	924				1,470	8	2,092
Woodstock	1,650	843	824,240	94,610	28,250	3,403	26,925	20,391			8,690	11	3,700
Village—													
Embro	1,232	106	89,689	3,950		39	1,327					3	
Townships—													
Blandford	29,709	382	502,205	67,050		213	940					3	247
Blenheim	67,038	1,117	1,142,782	167,685	200	235	810					5½	787
Dereham	63,340	831	1,253,745	195,344	4,000	272	26,877	32,350				6	3,316
E. Nissouri	46,410	663	618,440	118,165		1,101	6,000	4,000				8	451
N. Norwich	34,311	602	968,450	158,470		48	6,144	4,900				3	409
S. Norwich	35,999	600	622,520	108,275	400	256	3,686	3,062				6	397
E. Oxford	34,730	527	930,950	184,138	320	202	1,725					2	321
N. Oxford	21,790	324	354,486	45,675		176	236					4.1	228
W. Oxford	25,650	580	753,821	54,180		20	2,300					3·2	345

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Oxford, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	mills.	$
E. Zorra	57,094	822	960,246	124,900	300	94	1,528					3	568
W. Zorra	55,000	626	1,412,185	150,650		426	15,509					2·3	418
Total Towns, &c.	477,519	9,512	11,640,616	1,533,742	43,870	16,511	134,130	109,103			10,160		20,524
Add—For County							63,380		20,000				7,000
Total	427,519	9,512	11,640,616	1,533,742	43,870	16,511	197,510	109,103	20,000		10,160		27,524

STATEMENT of the Assessed Valuation ... municipalities within the County of Oxford, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.							
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$		
Towns—													
Ingersoll	12,905			412	783	2,384	10,312	1,413		1,766	7,544	4,649	367
Tilsonburg	3,856				528		2,092	278		861	228	1445	363
Woodstock	14,879				4,473	1,441	4,210	2,024		2,000	7,260	4,445	338
Village—													
Embro	549			59	604		480	94		127	125	489	167
Townships—													
Blandford	1,943			247	279		484	345		662	214	1,671	2,736
Blenheim	7,706	3,232		787	1,845		1,574	489		4,846	5,579	5,432	6,210
Dereham				718	1,020	1,941	4,034	900		1,059	355	3,785	7,349
E. Nissouri	6,072			451	400	360	902	400		2,075	1,880	3,466	4,894
N. Norwich	3,427			409	1,782	336	318	454		654	2,033	2,699	4,906
S. Norwich	4,419			397	759	184	794	410		2,380	1,993	2,669	3,466
E. Oxford	2,230			321	347		642	446		590	213	2,165	3,933
N. Oxford	1,654			228	449		537	1,107		315	263	1,411	1,255
W. Oxford	2,558			345	283		811	457		601	445	2,336	1,012

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Oxford, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.						EXPENDITURE.								
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.		Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$		$	$	$	$	$	$		$	$
E. Zorra	3,602	.....	.....	508	.....		.....	1,136	545	.....	1,619	120		4,258	3,517
W. Zorra	3,971	.....	.....	4118	2,004		.....	1,633	430	.....	1,239	306		3,187	6,200
Total Towns, &c.	69,771	3,232	.....	5,154	15,556		6,646	30,469	9,792	.....	20,794	28,558		44,103	46,713
Add For County	20,000	3,400	3,297	7,635	350		1,600	14,035	3,580	7,040	3,070	5,350		.....	.....
Total	89,771	6,632	3,297	12,789	15,906		8,246	44,504	13,372	7,040	23,864	33,908		44,103	46,713

year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Towns—								
Ingersoll	97	167	223	150	T. Brown, Ingersoll	R. A. Woodcock, Ingersoll	J. C. Galloway, Ingersoll	
Tilsonburg	216	224	183	68	T. B. Bain, Tilsonburg	J. Sicord, Tilsonburg	J. T. Brown, Tilsonburg	$1,000 Redemption of Debenture Debt.
Woodstock	100	162	224	225	J. McWinnie, Woodstock	J. Greig, Woodstock	T. Scott, Woodstock	$320 Stock in Road Company.
Village—								
Embro	47	60	95	22	D. Matheson, Embro	J. H. Torne, Embro	G. Adams, Embro	
Townships—								
Blandford	2,003	760	923	191	T. Corning, Ratbs	J. F. Mitchell, Innerkip	William Clark, Woodstock	$5,000 in Road Company.
Blenheim	5,489	2,866	2,235	479	Stephen Hall, Washington	M. F. Ainsley, Richwood	M. F. Ainsley, Richwood	6,560 invested in Municipal Debentures for School purposes.
Dereham	3,308	2,303	1,497	276	Ben. Hopkins, Brownsville	W. E. Nesbit, Tilsonburg	J. Hodgson, Brownsville	8,195 in draining lands of tp.
E. Nissouri	3,690	1,701	1,479	247	T. Robinson, Kintore	R. Armstrong, Lakeside	R. Armstrong, Lakeside	7,122 balance in Treasury.
								24,877
N. Norwich	2,559	1,192	1,372	227	E. W. Burgess, Burgessville	J. Duncan, Norwich	S. Cook, Norwich	Stock in Road Company, $2,500, but yield no revenue.
S. Norwich	1,834	977	1,461	214	A. L. Miller, Springyard	John Cooper, Otterville	John Cooper, Otterville	
E. Oxford	4,136	1,428	1,426	181	George Currie, Woodstock	J. G. Pettit, Burgessville	J. G. Pettit, Burgessville	
N. Oxford	1,728	82	529	153	Jonathan Davis, Ingersoll	Abraham Hillsden, Ingersoll	Abraham Hillsden, Ingersoll	
W. Oxford	1,096	107	432	177	G. H. Cook, Beachville	Charles Mason, Beachville	J. G. Wood, Ingersoll	

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Oxford, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
E. Zorra	3,878	691	1,161	356	S. G. Burgess, Woodstock	D. McKay, Strathallan	J. Craig, Woodstock	
W. Zorra	5,250	2,214	1,810	291	John Young, Embro	George Gordon, Embro	George Gordon, Embro	$2,200 Stock in Road Company.
								13,309 invested in Debentures for School Funds
Total Towns, &c.	35,461	14,934	15,044	3,257				15,509
Add- For County					Warden. John Young, Embro	David White, Woodstock	L. S. Brown, Woodstock	
Total	35,461	14,934	15,044	3,257				

REMARKS.—$4,889 was the amount of Government Grant to Public Schools in the Township Municipalities of the County. A similar amount was raised by by-law of the County Council for said Public Schools. The amount of $4,889 is included by the Township Municipalities, and also by the County, in the columns headed "Amount raised for school purposes," "Received from Government on account of schools," "Total amount expended for educational purposes."

Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Peel, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including School rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	$	$
Albion	56,420	1,012	853,497	106,915	3,650	146	689	36,000				7·25	
Caledon	68,803	879	899,180	51,000		391	673	45,000				11⅛	2,740
Chingacousy	79,890	1,248	2,132,361	186,680	5,900	20	17,720					·0041⅓	6,010
Township of Toronto	65,470	1,294	1,721,007	169,200	5,288		6,988					4·3	948
Toronto Gore	18,984	328	480,687	40,500	1,200							4·9	
Brampton	1,302	564	360,314	48,426	14,924	109	4,000	3,200				12·9	2,632
Streetsville	502	172	105,770	7,700	600	393	1,183				290	64	523
Bolton	497	156	51,145	16,650	1,450						2,513		
Total Towns, &c.	291,868	5,653	6,603,961	626,371	32,012	1,059	31,253	84,200			2,803		12,853
Add—For County				50,854				29,900		987		16,484	6,990
Total	291,868	5,653	6,603,961	687,225	32,012	1,059	31,253	114,100		987	2,803	16,484	19,843

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Peel, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Albion	7,497				918	2,160		561		1,796	3,902	4,341	3,529
Caledon	10,496				650	2,700		4,141		1,432	2,210	3,687	4,027
Chingacousy	15,690				4,478		1,092	1,101		2,252	15,189	5,276	6,428
Township of Toronto	9,087				460		1,278	1,259		838	577	5,183	4,505
Toronto Gore	2,554				218			389		357	238	1,341	1,178
Brampton	6,612				1,000	222	2,638	700		3,479	757	228	138
Streetsville	1,104				430		326	238		722	19	584	68
Bolton												795	63
Total Towns, &c.	53,040				8,154	5,082	5,334	8,389		70,876	23,082	23,635	19,928
Add—For County	23,480		1,877	2,840		1,659	6,119	9,451	4,007	536			
Total	76,520		1,877	2,840	8,154	6,741	11,453	18,840	4,007	71,412	23,082	23,635	19,928

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Peel, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
Albion	4,443	2,245	1,448	none ass.	Robert Cotton, Port Credit	Wm. Lindsay, Brampton	Geo. Graham, Brampton	The County paid $4,450 on debentures; $987 due for interest, the coupons not having been presented.
Caledon	4,546	2,345	1,492	.....				
Chingacousy	7,165	3,499	.....	491				
Township of Toronto	6,174	2,717	2,710	475				
Toronto Gore	2,021	886	614	152				
Brampton	28	171	155	81				
Streetsville	17	56	43	51				Incorporated last year.
Bolton	33	64	63	49				
Total Towns, &c	24,427	11,283	8,754	1,299				
Add—For County	.....	.....	.....	.....				
Total	24,427	11,283	8,754	1,299				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the United Counties of Prescott and Russell, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
East Hawkesbury	52,875	752	286,503	49,131		570						·005	400
West Hawkesbury	23,981	345	206,215	50,740								55	
Hawkesbury Village	5,201¼	221	159,300	59,750	8,500							3-5	928
Longueil	19,434	286	177,285	1,400	5,400	Nil	Nil	Nil	Nil	Nil	Nil	8½	983
Alfred	41,642	346	133,801									9	220
Caledonia	42,195	300	88,809	5,400								10	300 C.A.
North Plantagenet	50,900½	578	155,725	1,700			400					1 97-120	300
South Plantagenet	45,744	363	120,464	11,400								12	1,042
Clarence	70,546	536	219,464	21,615		143	1,000	Nil	Nil	Nil	Nil	5½	1,954
Cumberland	73,540	530	211,343	170,128		555	600					7	2,400
Russell	46,524	515	249,570	37,058								8½	743
Cambridge	33,084	190	79,576	10,773								1	1,000
Total Towns, &c.	505,586½	4,662	2,088,055	419,095	13,900	1,268	2,000						10,270
Add—For County							16,415					¼	4,800
Total	505,586½	4,662	2,088,055	419,095	13,900	1,268	18,415						15,070

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the United Counties of Prescott and Russell, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.							
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$		
East Hawkesbury	2,239			386	203		786	425		569		4,067	2,358
West Hawkesbury	1,398				382			354		230	18	1,255	1,882
Hawkesbury Village	2,277						650	284				1,426	489
Longueil	2,275	Nil	Nil	176	Nil	Nil	1,193	297		272	93	1,294	1,143
Alfred	1,209			208	145		543	412		469	120	1,730	668
Caledonia	858			159	139		300	143		498	112	958	992
North Plantagenet	3,060				318		300	677		1,683	38	2,903	1,981
South Plantagenet	1,400			144			1,042	319		652	2	1,356	1,108
Clarence	3,254	Nil	Nil	330	1,269	Nil	2,584	382	510	819	739	2,560	1,854
Cumberland	1,315			340			2,740	400		500	300	2,737	2,097
Russell	2,387						743	250		500			1,814
Cambridge	1,084			104				400		800		6	582
Total Towns, &c.	22,736			1,847	2,447		10,881	4,343	510	6,972	1,422	20,292	16,968
Add—For County	7,764		786	2,776			1,381	1,757	3,339	300	925		
Total	30,490		786	4,623	2,447		12,262	6,100	3,849	7,272	2,347	20,292	16,968

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the United Counties of Prescott and Russell, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
East Hawkesbury	3,387	1,588	1,032			M. Manedy		
West Hawkesbury	1,558	592	520			John Shields		
Hawkesbury Village	267	88	181		John W. Higginson.	Denis Doyle	Stuart Brock, Hawkesbury Village	
Longueil	1,081	506	409					
Alfred	1,247	556	360		Hercule Lefarre	James Muckle	David Gareau, Alfred P.O.	
Caledonia	1,266	326	678		William Bradley	John Downing	James Proudfoot, Finaughvale P.O.	
North Plantagenet	3,366	1,573	772					
South Plantagenet	1,200	730	498		James H. Molloy	A. McLean	John Moffatt, Richville.	
Clarence	1,421	662	595					
Cumberland	1,825	818	712	245	William Wilson	John D. Wilson	Charles Wilson, Cumberland P.O.	
Russell	1,618	823	683	None				
Cambridge	609	253	227			James Stenhouse	John Benton, Russell P.O.	
Total Towns, &c.	18,845	8,515	6,667	245	Warden.			
Add—For County					John Dylin	P. O'Brian, L'Orignal.	J. W. Marston, L'Orignal.	
Total	18,845	8,515	6,667	245				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Peterborough, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS. Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	LIABILITIES. Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	REVENUE. Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	mills.	$
Asphodel	39,591	634	233,340	37,540	none	none	none	none	none	none	none	·01475	3,564 84
Belmont and Methuen	57,038	318	76,683	8,702	1,300	168 80					766 35	·01570	1,680 00
Burleigh, &c.	35,410	201	41,497	8,430							1,500 00	·02000	290 00
Dummer	60,064	352	116,677	43,825		2,092 50	983 48				1,720 09	·07875	1,775 10
Douro	38,528	521	180,155	35,037	500	70 26						·01700	2,332 00
Dysart, &c.	235,941	149	169,406	2,025	800	281 00						·01750	1,300 00
Ennismore	24,506	175	61,512	8,930								·02004	
Galway	14,809	116	19,945	1,063					50			·01600	385 00
Harvey	46,715	178	126,860	3,400	840							·02000	1,285 00
Monaghan	14,304	297	140,667	18,225	200	1 00	1,000 00					·01000	1,591 00
Minden	25,900	185	58,934	3,885									
Otonabee	64,980	704	475,767	110,775	1,200	146 91						·01110	3,652 08
Smith	56,436	653	430,884	105,563	1,000	440 81						·01000	3,641 00
Snowdon, &c.	16,517	118	24,840	447								·01600	
Stanhope	11,898	70		2,362								·01000	
Ashburnham	979	183	117,040	4,150	4,850						1,200 00	·01400	756 00
Total Towns, &c.						3,201 28	1,983	50			5,186 45		22,252
Add—For County						13,020 13	1,945	42,000			16,188 95		3,206
Total	743,616	4,854	2,254,207	494,359	10,690	16,221 41	3,928	42,050			21,375 00	5 9-25	25,458

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Peterborough, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenue.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$ cts.	$	$	$	$ cts.	$	$	$ cts.	$	$ cts.	$ cts.		
Asphodel	7,511 67	none	none			none		870 45	none	1,186 49	180 89	3,080	2,579
Belmont and Methuen	2,915 50			63	80 00		1,743 00	297 45	30	505 75	223 24	1,451	1,109
Burleigh, &c.	1,372 00			189	70 00			305 00		356 00	354 00	649	389
Dummer	2,867 47			240	1,042 77	75	2,180 86	421 43		376 50	2,173 07	1,821	2,354
Douro	6,136 21			329			2,990 00	345 00		766 57	218 44	2,145	1,696
Dysart, &c.	2,682 79			184	158 50		1,100 00	286 00		64 00	250 00	729	447
Ennismore	1,467 95			136								867	660
Galway	630 00			119			446 00	120 00		100 00		498	
Harvey	2,665 00			82			1,285 00	340 00		803 00	314 00	631	488
Monaghan	3,025 00			180	89 00		1,591 00	273 00		48 00	26 00	1,152	732
Minden				133								851	410
Otonabee	10,479 77			491	412 25		4,438 82	523 82		1,066 15	5,718 53	3,299	4,772
Smith	8,423 00			420	1,275 00		4,064 00	495 00		755 00	4,718 00	3,170	4,267
Snowdon, &c.	397 80			69	2,250 00			104 00		146 75	123 52	385	359
Stanhope	2 00			38				1 20				274	197
Ashburnham	2,488 58			147			856 27	350 00		546 80	1,537 63	1,129	154
Total Towns, &c	53,164 00		20	2,820	3,150	75	20,694 95	4,732 35	30	6,721 00	15,837 00		
Add—For County	17,200 00		1,560 00	3,223	3,805	2,476		2,523 10	6,106	9,371 00	8,222 00		
Total	70,364 00		1,560 20	6,043	6,955	2,551	20,694 95	7,255 00	6,136	16,092 00	24,059 00	22,131	20,613

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Peterborough, for the year 1872.

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	NAME AND ADDRESS OF THE Clerk.	NAME AND ADDRESS OF THE Treasurer.	REMARKS
Asphodel	2,248	1,166	719					
Belmont and Methuen	891	297	290					
Burleigh, &c.	236	124	76					
Dummer	2,038	667	541					
Douro	2,007	941	563					
Dysart, &c.	137	98	22	83				
Ennismore	978	562	237					
Galway								
Harvey	220	167	118	62				
Monaghan	1,072	367	316					
Minden	366	231	89					
Otonabee	4,414	1,907	1,322					
Smith	3,507	1,682	1,248					
Snowdon, &c.	258	97	49					
Stanhope	193	73	31	47				
Ashburnham	31	75	71	53				
Total Towns, &c.								
Add—For County								
Total	18,596	8,454	5,692	245				

STATEMENT of the Assets, Liabilities, Revenue Expenditure, &c., of the Municipalities within the County of Perth, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	mills.	$
North Easthope	43,120	575	1,541,049	92,250								3	3,250
South Easthope	23,979	369	287,651	36,600	324,251							4	3,566
Downie	48,386	582	597,992	39,425				3,000				15	3,231
Blanshard	45,841	702	773,730	23,800								10	4,965
Fullarton	40,145	547	667,054	41,545								10	2,842
Hibbert	40,178	548	626,050	86,729								9	4,200
Logan	53,755	621	342,869	26,150			48,050	44,000				10	2,728
Ellice	61,724	540	407,570	10,900		200	324					15	2,822
Mornington	50,287	711	500,574			50	80				2,100		4,364
Elma	61,339	661	671,566			220	17,064	50,500				12	2,631
Wallace	49,454	640	549,650	26,000		3,120	531	29,000			4,200	8	2,027
Town—													
Stratford		1,220	1,110,805	83,200	28,900	100		36,000	185,650			14	4,583
Villages—													
Mitchell	1,400	422	292,760	10,950	700	1,000	17,000	13,050			1,200	13	1,935
Listowell	2,000	215	146,000	24,100				15,000			1,300	12	1,360
Total Towns, &c.	521,608	8,353	8,515,311	501,649	343,851	4,670	83,049	199,550	185,650		8,800	135	44,504
Add—For County							73,703	28,000	288,000	71,658	32,500		
Total	521,608	8,353	8,515,311	501,649	343,851	4,670	156,752	227,550	473,650	71,658	41,300		44,504

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Perth, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.							
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$		
North Easthope	8,522			369	70			511		1,507	213	2,903	4,216
South Easthope	4,863				395		3,566	400		300	900	1,787	2,081
Downie	8,935			416	200	210	4,637	2,743		2,337		3,161	4,397
Blanshard	13,328			480	11,096		5,924	550		2,100	1,114		
Fullarton	9,946			357	844		3,508	521		2,854	386		3,064
Hibbert	10,758							600		1,500		3,018	4,121
Logan	6,551			393	8,009	2,040	786	765		1,972	8,369	2,758	2,263
Ellice	6,473							653		2,387	372	5	2,033
Mornington	11,188			446	1,011		4,710	780		4,541	2,144	3,508	4,196
Elma	11,519			545	135	1,230	3,076	765		1,067	3,388	3,023	2,642
Wallace	4,856			440	2,048	1,110	2,907	1,069		1,366	2,916	3,042	2,166
Town—													
Stratford	19,824					2,880	4,583	1,683		8,044		6,101	471
Villages—													
Mitchell	3,684	3,700		222	2,948	3,556	4,112	1,005		1,238	907		206
Listowell	4,021			120	250	450	1,200	200		800	1,150	1,100	131
Total Towns, &c.	123,468	3,700		3,682	27,003	12,076	38,609	12,245		31,995	21,859	30,406	31,985
Add—For County			1,877	6,132	7,986	2,070	11,141	12,676	7,948	11,363			
Total	123,468	3,700	1,877	9,814	34,989	14,146	49,750	24,921	7,948	43,358	21,859	30,406	31,985

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Perth, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
North Easthope	3,534	1,821	1,362		James Trow	Alex. Fisher	Alex. Fisher, sen.	
South Easthope	1,753	1,036	743		S. Wilkes	Edward Sitzer	Andrew Riddell	
Downie	3,610	1,738	1,077		Thomas Ballantyne	Alex. Sheils	J. G. Hildrand	
Blanshard					D. Brethour	W. Johnson	Joseph Stevens	
Fullarton	3,476	1,051	947		W. Davidson	G. Leversage	John Cole	
Hibbert	3,656	1,729	1,253		Thomas King	Joseph Reding	Alex. Ferguson	
Logan	2,304	1,171	844	241	R. Jones	T. Coveney	Thomas Leggat	
Ellice	2,366	1,448	863		W. Baumback	John Pearson	Edward Brown	
Mornington	4,532	1,733	1,256		V. Kertcher	J. B. Rutherford	James Reid	
Elma	2,680	1,143	760			Thomas Fullarton	Moses Harvey	
Wallace	2,485	1,064	755		J. McDermot	Mar. Hemsworth	M. Hemsworth	
Town—								
Stratford	132	163	263	301	P. R. Jarvis	H. Sewell	G. W. Lawrence	
Villages—								
Mitchell	31	26	107	91	T. Matheson	R. Christie	W. Abbot	
Listowell	67	60	112	38	D. D. Campbell	B. Rathwell	B. Rathwell	
Total Towns, &c.	30,626	14,183	10,342	971				
Add—For County					R. Jones, Warden	S. Campbell	A. Monteith	
Total	30,626	14,183	10,342	971				

STUART CAMPBELL,
County Clerk.

Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Prince Edward, for the year 1872.

MUNICIPALITIES.	ASSETS.								LIABILITIES.				REVENUE.	
	Number of acres assessed.	Number of ratepayers assessed.	Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount rated for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Townships—													
Ameliasburg	44,843	792	705,023	71,810		21 18							420
Hillier	31,486	511	626,795	62,420	12,045		2,000 00					3	300
Hallowell	43,490	859	919,400	65,200								3½	800
Sophiasburg	44,121	579	857,627	69,023	2,801							4	400
Marysburg North	25,055	371	283,850	48,943			3,400 00					5½	250
Marysburg South	24,065	440	264,963	58,230			1,802 95						280
Athol	25,266	402	426,136	44,308		21 88		8,850				2 9-16	250
Town—													
Picton	586	619	453,200	96,450	16,775	550 00	20,465 00				1		2,500
Village—													
Wellington	1,382	113	97,360	15,900		45 00	800 00						755
Total Towns, &c.			4,654,324										5,955
Add—for County			25,000										2,215
Total	238,296	4,686	4,679,324	532,884	31,621	638 06	28,471 95	8,850					8,170

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Prince Edward, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$ cts.	$	$ cts.	$ cts.	$ cts.	$	$		$	$ cts.	$ cts.		
Townships—													
Ameliasburg	3,208 74				140 00		962 73	474 00		283 40	501 75	3,169	2,843
Hillier	2,050 00				441 00		300 00	607 00		21 72		1,919	1,827
Hallowell	3,833 00				300 00		800 00	500 00		167 00	3,000 00	3,487	3,158
Sophiasburg	3,644 42			138 75			400 00	1,091 00		51 75		2,246	2,870
Marysburg North	1,836 23			250 00	126 51		250 00	650 00			936 23	1,467	3,176
Marysburg South	1,244 11							400 00				1,539	1,552
Athol	1,532 87							1,462 58		1,050 00	1,296 82	1,334	1,752
Town—													
Picton	6,093 00				8,863	559	2,500 00	1,014 00		1,664 00	8,967 00	2,391	214
Village—													
Wellington				31 00	330		755 00	274 00		34 00	256 00	494	104
Total Towns, &c.				419 75	10,200	559	5,967 73	6,472 58					
Add—For County			67,619	3,256 25	9,376		7,040 75	3,133 79	3,457 11				
Total	23,444 37			3,676 00	19,576	559	13,008 48	9,606 00	3,457 11	2,232 37	14,957 80	18,046	17,496

for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
Townships—								
Ameliasburg	2,706	900	1,468	.....				
Hillier	2,293	529	1,169	194				
Hallowell	2,800	962	1,631	.....				
Sophiasburg	2,380	802	1,447	.....				
Marysburg North	3,644	1,143	1,459	.....				
Marysburg South	1,700	550	732	.....				
Athol	1,312	535	794	.....				
Town—								
Picton	36	74	191	164	.....	.....	.....	$750.
Village—								
Wellington	111	63	103	38				
Total Towns, &c.	.....	.....	.....	.....				
Add- For County	.....	.....	.....	.....	N. Dodge	R. Doyle	D. Chapman	
Total	16,982	5,558	8,994	398				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Renfrew, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$ cts.	$	$	$	$	$	cts. mills.	$
Admaston	5,143	389	76,563	32,807		961 00						1 7	
Algona	12,798	103	14,439	5,490		60 00						17	
Alice	37,361	320	55,052	9,600		50 97						1·8	
Arnprior Village	1,132¼		10,722	16,000		27 65							17¾
Bagot and Blythfield	24,851	192	33,032	4,218		149 00						1¾	
Bromley	40,666	306	62,975	21,900		137 20							12
Brougham	1,036½	82	12,310	2,420								1·8	
Brudenell, &c.	32,941	223	35,842	9,200		116 00					779		17·4
Grattan	3,369¾	276	62,616	16,380		337 21							9½
Griffith Wattmond	12,803	83	12,224	3,950								3½	
Head	9,446	28	11,319	3,808		none	none				none	1½	
Horton	36,231½	230	105,125	23,367								1½	
McNab	59,777	521	170,400	27,290	900								
Pembroke	9,168	124	55,747	4,500								1·37	
Pembroke Town	535	504	194,150	37,650									14½
Pettewawa	9,660	102	15,472	2,200								1·2	
Renfrew Village	2,328	161	100,410	26,000	1,550	53 38					1,515	2	
Rolph, Wylie, &c.	17,918	113	15,319	2,442		37 80						2½	
Ross	47,715	324	95,953	35,145								1½	
Sebastapol	13,171	102	13,695	7,770								2	
Stafford	20,087	156	10,372	7,560								1½	
Westmeath	64,062	464	124,820	24,050								1·1	324 73
Wilberforce	42,845	341	61,614	12,200								1	6½
Add—for County								31,250					
Total	505,065	5,154	2,470,772	337,887	2,450	1,930 22		31,250			2,294		324 73

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Renfrew, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenue.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$ cts.	$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		
Admaston	1,454 00				120 00		234 00	230 00		730 00	304 00	1,786	1,645
Algona	640 00						106 00	173 00				not giv'n.	305
Alice	1,253 49						353 51	233 50		264 60	40 00	1,344	1,040
Arnprior Village	4,905 10				765 75			556 75		1,243 38	451 87	1,710	90
Bagot and Blythfield	1,384 46							158 00		110 50	23 00	1,169	649
Bromley	1,993 05						1,153 35	248 91		98 00		1,317	1,507
Brougham	569 00							114 00		110 00		500	222
Brudenell, &c.	780 00				125 00		204 00	570 00				931	522
Grattan	1,048 57				181 00		10 00	411 94		140 00		1,388	680
Griffith Wattmond	741 72											273	152
Head	133 73	none	none		none		40 00	105 69	none	none	182 69	5	62
Horton	2,124 83				392 62			233 90		152 25	400 56	1,066	959
McNab	5,620 00				788 00		350 00	520 00		576 00		2,608	2,446
Pembroke	986 55						325 33	133 33		424 52	15 28	466	272
Pembroke Town	2,987 00				986 30			343 00		1,496 00	3,092 37	1,895	137
Pettewawa	211 00						176 00	101 00		53 00	32 90	362	201
Renfrew Village	3,758 79				756 10		1,253 04	173 95	179 80	2,026 30	1,718 67	838	209
Rolph, Wylie, &c.	406 21		108 50				202 00	121 75		164 00			280
Ross	1,848 16	900					454 00	240 00		906 00	360 00	1,545	1,871
Sebastapol	663 89					52	220 00	276 00	6 00			544	308
Stafford	716 33						118 00	117 00		125 50		701	967
Westmeath	673 30			324 00	204 10	329 17	2,000 16	494 05		1,282 00	750 06	2,273	1,802
Wilberforce	2,225 00						240 00	250 00		200 00	1,000 00	1,674	828
Add—For County													
Total	51,932 18	900	1,245 32	4,224 00	4,859 80	6,216 17	12,836 54	6,691 66	4,446 95	10,302 05	10,213 17	24,395	17,157

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Renfrew, for the year 1872.

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Admaston	2,599	560	539	.....				
Algona	525	170	97	.....				
Alice	1,480	569	289	.....				
Arnprior Village	24	27	100	.....				
Bagot and Blythfield	725	257	226	.....				
Bromley	1,812	696	388	.....				
Brougham	564	152	112	.....				
Brudenell, &c.	810	186	185	.....				
Grattan	1,127	343	240	.....				
Griffith Wattmond	307	124	109	.....				
Head	110	.....	56	.....				
Horton	1,734	438	363	.....				
McNab	2,543	913	643	.....				
Pembroke	474	191	99	.....				
Pembroke Town	42	117	108	.....				
Pettewawa	239	86	63	.....				
Renfrew Village	41	142	129	.....				
Rolph, Wylie, &c.	331	.....	90	.....				
Ross	2,220	782	521	.....				
Sebastapol	489	160	74	.....				
Stafford	1,187	353	229	.....				
Westmeath	3,292	1,081	644	.....				
Wilberforce	1,352	469	252	.....				
Add—For County	.....	.....	.....	.....				
Total	2,482	7,826	5,549	609				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Simcoe, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Adjala	45,180	552	303,060	22,400		404	49				453	7 27-40	355
Essa	67,207	876	635,600	20,600							154	5 8	539
Flos	62,414	450	310,665	25,120		253						6 1	400
Gwillimbury West	45,298	642	700,867	21,800								4 7	380
Innisfil	70,292	1,123	865,843	49,525		810						4 6	4,890
Mono	69,294	671	630,905	33,550		3,730	8,090	45,000				1 3	510
Medonte	51,653	548	204,895	17,500		134						5	323
Mulmur	69,629	624	463,145	18,050								6	431
Morrison	16,962	142	29,215	1,000		36						1 5	174
Muskoka	19,200	122	35,699	6,600		11						1	159
Monck	25,065	150	29,858	5,283	800							1 3	166
Nottawasaga	89,166	1,989	1,182,838	66,600		1,200		6,000				.55	6,123
Oso	73,223	773	315,359	26,700	400	2,712						1 .1	500
Orillia and Matchedash	76,222	540	215,800	17,601		83		12,500				1 6	1,347
Sunnidale	23,815	295	212,682	33,850								141-220	2,040
Tecumseth	65,153	829	842,800	19,250	800							4 9	582
Tossorontio	45,105	233	268,645	25,100		190						4 7	193
Tiny	74,413	538	212,309	37,240								6 3-56	395
Tay	46,289	279	232,391	48,295	4,789	2,000	500				351	4 5	200
Vespra	63,595	484	216,761	23,285			600					7	182
Watt and Cardwell	29,888	178	36,149	9,400		56	182					1	
Collingwood Town	4,400	663	562,458	21,525	9,600	1,250	1,493	7,300			2,100	1 09	2,278
Barrie		1,185	555,528	102,980	55,500			42,000	2,029			1 2	2,500
Bradford	1,700	260	160,734	14,175	500			6,000				1 27	1,150
Orillia	787	382	195,555	40,375	9,100			12,500			3,900	1 9½	2,223
Total Towns, &c.	1,145,557	13,829	9,419,862	707,803	81,489	12,878	12,614	131,300	2,029		6,958		28,042
Add—For County							30,450				38,545		
Total	1,145,557	13,829	9,419,862	707,803	81,489	12,878	43,069	131,300	2,029		45,503		28,042

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c. of the Municipalities within the County of Simcoe, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.								
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$		
Adjala	2,080			354	499		709	635		789	289	1,808	2,109
Essa	3,352			539	500		539	639		1,615	1,246	2,838	1,906
Flos	2,904			216	243		616	313		2,200	72	1,653	1,366
Gwillimbury West	3,410			370	650		380	850		700	560	2,407	2,304
Innisfil	6,182						5,564	1,620		805		4,797	3,926
Mono	5,419			510		2,700	1,033	437		475	74	3,363	1,872
Medonte	1,610			323			1,056	443		575	240	1,935	776
Mulmur	2,063			157	380		348	372		726	148	2,871	3,040
Morrison	501			174			238	647		80	42	570	424
Muskoka	426			159	122		318	220		144		419	204
Monck	637			160			166	176		168	249	150	396
Nottawasaga	13,305			824	964	360	6,642	1,339		3,198	1,099	5,425	4,253
Oso	1,055			500	4,198		500	681		805	2,840	4,329	3,407
Orillia and Matchedash	4,165			233	294	555	1,443	831		727		1,906	1,325
Sunnidale	3,567			245	377			697		1,305	160	1,467	1,212
Tecumseth	4,221							606		1,496		4,170	4,661
Tossorontio	1,345			193	462		431	345		647	372	1,266	878
Tiny	1,875			395			790	570		585		2,705	1,686
Tay	1,521			200	240		556	493		335		867	699
Vespra	2,383			182			364	572		1,565	30	1,839	1,642
Watt and Cardwell	441			45			45	166		99	98	678	197
Collingwood Town	10,292			348	4,220	485	3,108	981		3,206	6,966	2,889	124
Barrie	7,410			300	2,974	1,200	2,426	1,018		4,306	4,193		90
Bradford	2,781	3,000		139	1,210	272	839	245		724	4,089		98
Orillia	5,207			231	2,208	1,179	2,283	372		711	1,813	1,632	29
Total Towns, &c.	88,152	3,000		6,787	19,541	6,751	30,394	15,268		27,986	24,580	51,926	38,624
Add—For County													
Total	88,152	3,000		6,787	19,541	6,751	30,394	15,268		27,986	24,580	51,926	38,624

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Simcoe, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Adjala	3,022	1,871	767		P. Small	J. C. Hart	Wm. McEllery	
Essa	3,343	2,167	1,223		J. Lennox	R. T. Bunting	J. Fletcher	
Flos	1,797	1,196	354		O. J. Phelps	Wm. Harvey	Wm. Harvey	
Gwillimbury West	3,689	1,716	1,041		Thomas Atkin	J. D. Booth		
Innisfil	4,640	2,436	1,440		T. R. Ferguson	Ben. Ross	B. Ross	
Mono	3,515	1,964	825		Robert Wilson	A. Henry	A. Henry	
Medonte	1,177	643	338		W. N. Rutlege	W. Wilson	W. Wilson	
Mulmur	3,340	2,406	921		C. Graham	D. C. Lamont	J. A. Love	
Morrison	111	69	87		J. H. Jackson	H. W. Anderson	H W. Anderson	
Muskoka	27	40	32		J. P. Cockburn	R. E. Suttaby	R. E. Suttaby	
Monck	183	69	24	51	F. H. Buring	W. H. Spencer	George Stock	
Nottawasaga	5,082	3,307	1,483		H. Neelands	A. Bell	F. Hewson	
Oso	4,583	2,419	1,163		J. C. Steele	Geo. Tudhope	G. Tudhope	
Orillia and Matchedash	816	346	386		John Regan	Wm. Brown	Wm. Brown	
Sunnidale	930	669	320		Wm. Lurtzer	Alex. Hislop	James Matter	
Tecumseth	4,482	3,356	1,887		George A. Nolan	H. Sloan	Thomas Phillip	
Tossorontio	1,228	692	342		R. Murphy	A. Connoy	A. Connoy	
Tiny	1,637	1,246	468		George Clark	C. Thompson	H. H. Thompson	
Tay	347	400	136		Samuel Frazer	Charles Ross	Charles Ross	
Vespra	1,740	1,073	600		R. Readly	George Sneath	George Sneath	
Watt and Cardwell	107	197	32		A. Luffin	Fred. Richardson	Fred. Richardson	
Collingwood Town	7	28	62	115	John Hogg	J. H. Lawrence	D. G. Pert	
Barrie	59	35	209					
Bradford	109	83	97		John L. Stevenson	R. Stewart	T. Stewart	
Orillia			77		James Quin	Fred. J. R. Grant	Fred. J. R. Grant	
Total Towns, &c.	45,971	28,428	14,284	166	Warden.			
Add—For County					John Hogg	R. Banting	H. R. A. Boys	
Total	45,971	28,428	14,284	166				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure &c., of the Municipalities within the United Counties of Stormont, Dundas and Glengarry, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
STORMONT.													
Cornwall, Town	610	577	396,035	51,150	22,200	1,499 52	9,876 93	400	4,794				650 00
Cornwall, Township	62,233	844	610,787	99,901		2,400 00					726 43	5 12	
Osnabruck	61,639½	1,162	672,130	47,400	1,000	3 50						5	
Finch	50,926	591	295,350	9,300	152,325	253 91					413 00	4	
Roseborough	70,447	600	313,573	60,688		1,020 00	120 00						
DUNDAS.													
Morrisburgh	1,066¾	246	186,772	54,950	11,900							15 63	156 07
Williamsburgh	59,109¾	757	502,505	105,155	1	5 30						694	
Winchester	57,600	735	340,768	95,923	500	60 00							130 64
Iroquois	800	16	122,200	9,900								6	
Matilda	68,133 11	872	54,080	43,410									
Mountain	57,600 16	611	83,709	2,395		17,651 00							
GLENGARRY.													
Lancaster	56,523¾	770	479,992	61,300	2,800	1,556 59						½ 6	650 00
Lochiel	71,227	775	498,997	48,200								569	
Charlottenburgh	81,151	1,076	793,695	85,800	4,000							1	
Kenyon	76,838	743	325,806	23,900	800	1,492							
Total	775,931	10,582	5,674,599	779,372	44,725	25,939 00	9,996 00	400	4,794		1,139 00		1,586 71

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the United Counties of Stormont, Dundas and Glengarry, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
STORMONT.	$	$	$	$	$	$	$	$	$	$	$		
Cornwall, Town	3,392 00				3,960 79	48	1,730 51	2,001 83		781 61	1,956 18	3,577	248
Cornwall, Township	3,497 00			624	629 00		1,274 00	420 00		1,097 00	556 00	3,656	2,843
Osnabruck	3,003 37		23 00	712	739 32			953 00			419 53	4,950	5,704
Finch	1,523 25				520 00			430 00		2,134 00		2,697	3,040
Roseborough					539 00		398 50	306 00		506 00	671 00	3,063	2,733
DUNDAS.													
Morrisburgh						32	900 00	100 00		700 00			
Williamsburgh	3,842 88				403 93		581 00	466 30		703 81	2,097 04	3,864	5,470
Winchester	4,371 00				400 00		643 00	345 00		2,000 00	532 00	3,680	4,021
Iroquois	1,351 50		22 25	96	170 00		130 64	89 00		565 51	534 00	222	92
Matilda	3,548 94				962 00		586 00	292 81		1,685 09	580 64	3,821	4,971
Mountain								300 00		600 00	200 00		
GLENGARRY.													
Lancaster	2,399 60			523	209 40		658 00	577 00		859 06	602 83	3,685	4,331
Lochiel	3,283 08						565 00	119 77		471 99		3,750	5,293
Charlottenburgh	5,027 18				593 95		795 00	554 78		1,353 10	201 00	4 173	5,032
Kenyon	2,100 00				382 75		700 00	477 25		8 49	106 40	4,258	4,834
Total	37,336 00		45 25	1,955		80	9,775 00	7,429 00		14,303 00	8,398 00	41,896	48,612

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the United Counties of Stormont, Dundas and Glengarry, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE			REMARKS.
					Reeve.	Clerk.	Treasurer.	
STORMONT.					M. F. Beach.	J. Bergin.	R. McDonald.	
Cornwall, Town	60	148	117		M. C. Sken, mayor.	James Ornguall	James Kilgour	
Cornwall, Township	2,031	1,327	1,192		A. McDonell	R. Anderson	R. Anderson	
Osnabruck	4,522	1,860	1,914	617	F. Anderson	James Burton	Gordon Baker	
Finch	2,654	1,127	883		M. McLean	J. A. Cockburn	J. McMillan	
Roseb orough	3,739	1,378	1,083		C. Wheston	D. Davidson	D. Davidson	
DUNDAS.								
Morrisburgh					A. S. McDonell	W. Fetterly	Thomas Daides	
Williamsburgh	3,786	1,329	1,512		O. N. Rose	Joseph Merkley	H. W. Ford	
Winchester	3,493	1,171	1,112		D. Rae			
Iroquois	65	39	57		Dr. Stephenson	James Tindale	A. G. Brown	
Matilda	4,776	1,421	1,581		William Lock	T. H. Dixon	T. Brinstone	
Mountain					J. Bailey	A. Carrigan		
GLENGARRY.								
Lancaster	7,611	1,600	1,502		A. S. McCrae	Peter Grant	Peter Grant	
Lochiel	5,732	1,983	1,561		A. McNab, Reeve	D. B. McMillan	A. S. McDonald	
Charlottenburgh	5,769	1,704	1,184		A. McLennan	J. A. Summers	Thomas McDonell	
Kenyon	5,733	2,375	1,759		James Fraser	J. McKenzie	A. McDonald	
Total	45,971	17,462	15,470	617				

I certify the above to be a correct copy of Return, made by the several municipalities.

JOHN BRYN, *County Clerk.*

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Victoria, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.		
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for allpurposes, including County rate, but not including School rates.		Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts.	mills.	$
Mariposa	72,652	1,365	1,006,860	56,100		280	600						8·4	
Ops	56,421	668	340,080	40,050		1,200	2,400		80,000	82,000		1	7¼	400
Emily	60,156	657	454,428	68,118	100								9·6	600
Eldon	61,809	582	395,382	34,810	800			44,000					13	2,925
Fenelon	52,673	701	345,405	40,195		160		2,000	none	none	none		11¾	2,947
Vernlam	53,877	603	184,322	32,220								2		2,564
Carden and Dalton	33,491	217	62,564	6,600		69						½		150
Bexley	29,019	98	103,517	3,870								1		1,157
Somerville	56,255	246	105,637	6,995		470		14,500					31	1,342
Laxton, Digby and Longford	121,945	156	57,247	7,990		312		12,500				2½		120
Lutterworth	16,900	138	25,527	4,030								1½		
Anson and Hindon														
Stephenson														
Macaulay	28,336	252	65,425	9,300		71								
Draper, Ryde and Oakley	30,478	168	41,961	4,700		35					6			
Lindsay	1,600	844	745,225	100,000	17,746	1,035	21,623	17,100	18,800		1,7854		7¾	583
													9·4	
Total Towns, &c.							24,675	90,100			17,860			12,788
Add—For County	*	*	*	*	*	*	86,140	76,000	none	none	16,000	*		5,702
Total	675,612	6,670	3,933,580	415,578	18,946	3,632	11,076	166,100	98,800	82,000	33,860			18,490

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Victoria, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts. (*b*)		
	$	$	$	$	$	$	$	$	$	$	$		
Mariposa	8,773				478			744		1,063	300	5,002	5,526
Ops	8,812				582		325	557	19	1,524	4,385	3,148	1,444
Emily	5,000							450		174		3,175	2,415
Eldon	7,332			274	430	2,640	2,925	530		838	485	2,441	2,079
Fenelon	8,279	none			1,286	120	160	42,890		51,616	6,281	3,528	3,111
Verulam	7,121			400	329		2,835	622		1,372	2,646	2,325	2,999
Carden and Dalton	332			146			296	180		254	20	966	1,206
Bexley	748			24	53	552	1,157	177		97	1,920	431	444
Somerville	1,329			130	19	870	1,610	153		246	2,862	887	715
Laxton, Digby and Longford	1,474			150	120	750	270	703		22		762	875
Lutterworth	460			890				317		3,050		311	321
Anson and Hindon													
Stephenson													
Macaulay	792				331		106	212		593	218	954	321
Draper, Ryde and Oakley	1,084			126	40		583	165		219		691	432
Lindsay	7,025	5,000		254	4,561	1,026	1,277	1,990		11,659	17,418	4,076	395
Total Towns, &c.		5,000	(*b*)	1,594	8,229	10,518	11,514	10,501		21,647	36,535		
Add—For County	*	16,000	1,389	5,508	67	4,560	5,702	3,273	6,132	6,719	3,805	*	*
Total	58,571	21,000	1,389	7,102	8,296	15,078	17,246	13,774	6,151	28,366	40,340	28,697	22,283

* These amounts are included in the returns from townships. (*b*) Includes grant for Common Schools and High Schools.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure &c., of the Municipalities within the County of Victoria, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
Mariposa	5,498	2,963	2,014	.....				
Ops	2,983	1,404	776					
Emily	2,587	1,334	930					
Eldon	2,627	1,574	768					
Fenelon	3,052	1,391	1,030					
Verulam	1,933	831	577					
Carden and Dalton	682	293	154	145				
Bexley	227	188	96					
Somerville	513	231	105					
Laxton, Digby and Longford	734	271	170	71				
Lutterworth	203	87	43	64				
Anson and Hindon								
Stephenson								
Macaulay	118	96	49	101				
Draper, Ryde and Oakley	130	52	52	88				
Lindsay	63	178	210					
Total Towns, &c.	.....	.....	.....	.....				
Add—For County	*	*	*	*	J. D. Naylor	S. C. Wood	S. C. Wood	
Total	21,350	10,013	6,974	469				

LINDSAY, 24th July, 1873

S. C. WOOD,
County Clerk.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Waterloo, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including School rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Berlin	2,885	653	435,112	86,050	22,400	.....	25,200	20,000	.....	.....	3,668	13	3,668
Galt	1,400	958	802,547	150,340	41,990	.....	.....	91,234	.....	.....	.....	12½	4,452
Hespeler Village	638	172	118,154	27,900	5,630	.....	.....	.....	.....	.....	.....	1	950
New Hamburgh	856	214	126,442	57,143	2,600	56	.....	1,380	.....	.....	.....	8	1,400
Preston	1,086	273	260,382	32,758	3,242	.....	46,600	27,200	.....	.....	.....	2	1,652
Waterloo	2,699	409	330,608	90,485	17,100	.....	.....	2,000	.....	.....	.....	12	2,500
Townships—													
North Dumfries	44,154	779	965,670	134,490	1,300	.....	1,200	.....	.....	.....	.....	6	500
Waterloo	81,538	1,264	1,653,555	243,209	14,401	.....	.....	.....	.....	.....	.....	5¼	1,000
Wellesley	65,986	941	1,178,912	139,416	4,900	21	.....	.....	.....	.....	.....	4½	750
Wilmot	60,891	887	1,338,200	234,700	3,500	.....	4,330	.....	.....	.....	.....	4½	850
Woolwich	53,000	870	1,088,698	141,241	15,300	.....	7,014	.....	.....	.....	.....	5	700
Total Towns, &c.	.....	.....	.....	.....	.....	77	84,344	141,814	.....	.....	3,668	.....	18,422
Add—For County	.....	.....	.....	.....	.....	2,279	65,221	20,000	.....	.....	3,951	9-48	9,145
Total.	315,133	7,420	8,298,280	1,337,732	132,363	2,356	149,565	161,814	.....	.....	7,619	.....	27,567

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Waterloo, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.								
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.	Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	$	$	$	$	$	$	$	$	$	$	$	$	$
Berlin	11,007			300	4,285	1,200	3,855	911		2,214	6,216	2,907	480
Galt	17,757			471	3,163	2,857	5,424	2,806		2,549	2,853	4,013	209
Hespeler Village	1,454			98	598		950	176		328	264	635	62
New Hamburg	3,013			138	2,600	180	1,094	325		585	385	940	184
Preston	4,420			147	4,533	1,728	1,709	407		830	1,043	1,374	218
Waterloo	7,339			196	656	144	3,196	671		1,441	2,706	1,539	521
Townships—													
North Dumfries	6,315				593		500	678		1,578	4,079	3,312	4,206
Waterloo	10,129				884		1,000	1,063		4,473	4,961	6,513	7,343
Wellesley	7,252				234		750	700		2,693	364	4,852	5,131
Wilmot	12,721				700		850	1,094		2,820	3,488	4,793	6,426
Woolwich	6,226				934		700	736		2,954	(a)3,864	4,807	5,558
Total Towns, &c.	87,633			1,350	19,180	6,709	20,028	9,567		22,465	30,223		
Add—For County	18,789		2,603	6,820	3,427	1,200	9,145	2,003	4,773	31	10,172		
Total	106,422		2,603	8,170	22,607	7,909	29,173	11,570	4,773	22,496	40,395	35,685	30,338

STATEMENT of the Assets, Liabilities, Revenue, Expenditure &c., of the Municipalities within the County of Waterloo, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
Berlin	265	324	239	164	George Hespeler, Esq., Hespeler.	Israel D. Bowman, Berlin.	Charles Stanton, Berlin.	
Galt	22	182	185	170				
Hespeler Village	20	546	46	34				
New Hamburgh	80	62	75	47				
Preston	58	208	108	83				
Waterloo	163	547	179	94				
Townships								
North Dumfries	4,902	1,230	1,423	335				
Waterloo	8,472	3,499	2,740	559				
Wellesley	6,021	2,946	2,205	430				
Wilmot	5,988	2,718	2,308	557				
Woolwich	5,738	2,720	2,082	397				
Total Towns, &c.								
Add—For County								(a) Includes amount expended for the support of the poor at House of Industry and Refuge.
Total	31,729	14,982	11,590	2,870				

ISRAEL D. BOWMAN,
County Clerk.

Dated at Berlin, this 8th day of August, 1873.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Welland, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	mills.	$
Bertie	35,180	637	646,220	26,685								10	320 00
Chippawa	157	209	110,540	25,500	5,225	43 12½			418 99			7½	800 00
Clifton	991·1	328	484,415	26,400	14,650	27 50						6½	1,550 00
Crowland	19,408	324	325,514	21,192	200							3·5	246 48
Fort Erie	586¼	439	128,291	15,450	15,856	1 25					332 42	·4	798 00
Humberstone	30,950 7-75	526	527,292	38,659		200 00	597					·45	300 50
Pelham	28,809	607	529,005	54,701	2,000	211 00	10,798					·3	400 00
Port Colborne	219¼	287	722,800	16,910	2,270	6 60						2	1,277 82
Stamford	21,295	600	715,512	101,318	13,834	51 75					1,199 60	2·8	3,590 43
Thorold	23,341¾	565	635,676	57,170	3,700		17,000	1,000				4½	400 00
Thorold Village	641	410	280,611	73,100	7,500			1,510			250 00	9	1,975 00
Wainfleet	45,453	560	505,560	49,206	436	5 00	122	20,000				8	300 00
Welland	733	269	213,560	34,280	4,750	26 80						14 9 10 2 5 2 5 9	1,650 00
Willoughby	18,564	251	297,470	34,250		27 00						3	
Total Towns, &c.	226,330	6,012	5,522,466	574,821	70,441	1,095 2¾	28,517	22,510	418 99		1,782 02		13,608 23
Add For County						(a)	80,000	9,668					1,816 00
Total	226,330	6,012	5,522,466	574,821	70,441	1,095 02¼	108,517	32,178	418 99		1,782 02		15,424 23

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Welland, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Bertie	7,636 07			155 00			1,050 00	500 00		1,000 00	320 00	3,000	2,694
Chippawa	2,044 00			113 00			925 00	187 50		729 24	555 07	942	99
Clifton	5,236 84			122 00	1,729 40		1,530 02	1,606 76		2,196 51	1,049 30	1,535	131
Crowland	1,514 28		350	70 50	95 55		6,731 00	25,406 00		175 89		1,181	1,557
Fort Erie	2,179 82			103 00	120 00		906 30	225 00		700 00	665 00	900	157
Humberstone	2,279 47			127 50	165 12		151 46	348 10		263 00	200 79	2,323	2,083
Pelham	2,300 00				963 00		574 00	355 00		203 00	2,201 00	2,247	2,265
Port Colborne	1,385 00						1,129 71	850 28				1,009	95
Stamford	7,111 80			400 00			3,590 43	456 00		173 41		2,568	1,022
Thorold	3,138 00			400 00		180 00		800 00			187 00	2,346	1,775
Thorold Village	4,944 69			149 00	628 00	120 00	1,932 00	669 00	31	1,334 00	1,020 00	1,468	104
Wainfleet	3,860 00			300 00			600 00	396 00		100 00	627 00	2,003	2,686
Welland	3,117 35			137 00	845 00		3,178 13	291 57		1,702 20	180 74		
Willoughby	1,132 70				305 00			205 85		282 00	2,040 00	1,033	1,197
Total Towns, &c.	47,880 02		350 00	2,077 00	4,851 07	300 00	22,297 05	7,145 12	31	8,859 25	7,024 30	22,575	15,865
Add—For County			2,045 00	4,559 00		688 00	6,375 00	5,846 00	5,617	2,265 00			
Total	47,880 02		2,048 50	6,636 00	4,851 07	988 00	28,672 05	12,991 12	5,648	11,124 25	7,024 30	22,572	15,865

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Welland, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Bertie	3,206	1,592	1,236	277	.....	J. E. Morin	Joseph Johnston	
Chippawa	8	92	47	58	.....	Wm. Greenwood	John Carter	
Clifton	2	88	140	129	.....	R. Robinson	W. W. Woodruff	
Crowland	1,602	686	637	104	.....	George Benedict	Peter Benedict	Crowland P. O.
Fort Erie	128	199	44	95	.....	George Lewis	Richard Graham	
Humberstone	2,230	1,235	888	225	.....	D. Near	H. Crowmiller	
Pelham	2,782	937	1,011	204	.....	J. B. Crow	.....	
Port Colborne	10	170	87	69	.....	G. J. Hopkins	David Hughes	
Stamford	1,583	654	867	215	.....	J. A. Orchard	.....	
Thorold	1,946	670	889	174	.....	H. Mussen	John Rannie	Allanburgh P. O.
Thorold Village	100	91	114	122	.....	.....	.....	
Wainfleet	2,831	1,126	1,045	178	.....	J. B. O'Reilly	.....	
Welland	.....	.....	.....	71	.....	E. R. Hilliers	E. Shrighey	
Willoughby	1,515	733	543	125	.....	J. Smith	.....	
Total Towns, &c.	17,943	8,273	7,488	2,046				(*a*) Court house $30,000
Add—For County	.....	.....	.....	.....				Marsh lands 50,000
Total	17,943	8,273	7,488	2,046				80,000

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Wentworth, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of rate-payers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including School rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Ancaster	15,869	917	1,351,796	133,636	700	27	[a] 20,921					½	616
Barton	14,295	726	634,398	46,785	2,000	450	6,996					½	352
Beverly	70,217	951	838,372	96,316	300							⅝	714
Binbrook	26,182	373	364,495	43,127	400							23-40	240
East Flamboro'	34,139½	783	554,398	88,610	1,100							43	463
West Flamboro'	29,987	787	697,812	105,618	1,400	50	1,300					½	394
Glanford	23,481	532	520,570	22,450	800	7	8,253					½	695
Saltfleet	28,363	533	460,676	21,006			[f] 267					7	342
Dundas	550	852	596,861	56,670	22,810	961	34,000	57,200	52,000	684	5,406	2	2,913
Total Towns, &c.	23,083½	6,454	6,018,778	614,218	29,510	1,495	71,737	57,200	52,000	684	5,406		6,729
Add For County						718	144,178	26,000		60		1-37	
Total	273,083½	6,454	6,018,778	614,218	29,510	2,213	215,915	83,200	52,000	744	5,406		6,729

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Wentworth, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Ancaster	7,837	.....	.....	616	[b] 1,455	.....	[c] 1,870	500	.....	649	[d] 2,112	3,446	4,115
Barton	2,955	.....	.....	352	522	.....	841	709	.....	195	30	2,400	999
Beverly	5,712	.....	.....	714	2,402	.....	991	671	.....	556	4,634	4,583	5,607
Binbrook	2,344	.....	.....	240	610	.....	480	292	.....	269	1,758	1,710	2,270
East Flamboro'	3,228	.....	.....	463	814	.....	926	411	.....	426	1,216	2,940	2,508
West Flamboro'	4,200	.....	.....	394	[e] 1,614	.....	2,402	600	.....	358	424	3,155	2,404
Glanford	2,883	.....	.....	251	2,557	.....	682	475	.....	178	4,054	1,845	990
Saltfleet	3,054	.....	.....	342	423	.....	684	426	.....	408	300	2,250	2,089
Dundas	25,982	15,000	.....	.....	8,648	4,221	[g] 5,280	3,140	.....	1,731	35,212	3,232	178
Total Towns, &c.	58,195	15,000	.....	3,372	19,045	4,221	14,156	7,224	.....	4,770	49,740	25,561	21,160
Add—For County	25,091	6,000	4,932	1,570	17,471	1,505	3,694	4,940	30,675	3,354	8,340	.....	.....
Total	83,286	21,000	4,932	4,942	36,516	5,726	17,850	12,164	30,675	8,124	58,080	25,561	21,160

STATEMENT of the Assets, Liabilities Revenue, Expenditure, &c., of the Municipalities within the County of Wentworth, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Ancaster	4,398	3,116	1,895	381		John Heslop, Ancaster	John Heslop, Ancaster	[a] $20,921, interest from Clergy Reserve Fund, invested in municipal debentures, dog tax, township hall and grounds.
Barton	1,123	509	661	280		J. H. Burkholder, Bartonville	Michael Aikman, Hamilton	[b] $1,455, shop and tavern license certificates, township officers fees, clergy reserve fund, interest uninvested, and cash to the credit of the municipality.
Beverly	5,905	2,513	1,934	456		W. McDonald, Rockton	B. Cornell, Rockton	[c] $1,870, the amount over the Government grant, and its equivalent is interest from clergy reserve fund.
Binbrook	2,998	906	924	157		James Brown, Binbrook	John Brown, Binbrook	[d] $2,112, this amount does not include the county rate.
East Flamboro'	2,868	1,534	1,167	298		H. N. Morden, Carlisle	William Stuart, Waterdown	[e] $1,614, clergy reserve interest.
West Flamboro'	2,399	1,233	1,094	288		Joseph Snasdell, Greensville	Kenneth Wishart, Greensville	[f] $267, balance from 1871.
Glanford	2,333	848	711	168		Thomas Choate, North Glanford	Thomas Choate, North Glanford	[g] $5,280, of this amount $2,000 were expended for a school site.
Saltfleet	2,620	1,001	1,083	197		R. R. Smith, Winona	Wm. H. Jones, Stoney Creek	
Dundas		160	117	136		E. Woodhouse, Dundas	E. Woodhouse, Dundas	
Total Towns, &c.	24,644	11,850	9,586	2,361				
Add—For County					Thomas Stock, Waterdown	G. S. Counsell, Hamilton	James Kirpatrick, Hamilton	
Total	24,644	11,850	9,586	2,361				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Wellington, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$	$	$	$	$	$	cts. mills.	$
Amaranth	62,579	502	135,225	10,800		86 97		30,000				21½	400 00
Township of Arthur	64,898	642	524,096	53,440		500 00	7,657 22	35,000			5,740 00	13	350 00
Village of Arthur	485	101	45,190	9,750							none	16	702 00
Do Elora	800	352	281,159	43,000	6,025		3,000 00	15,500	none	60	none	15·5	1,300 00
Township of Eramosa	44,558·15	612	800,642	136,332	500	cant say						6·4	600 00
Do Erin	70,701·2	874	909,039	87,236								9	800 00
Village of Fergus		410	296,358	54,980	6,100	1,086 27	7,528 05	12,000		60	4,592 90½	12	1,600 00
Township of Garafraxa West	47,529	620	396,372	52,206		327 00						11¼	400 00
Do Garafraxa East	38,873	512	262,980	24,100		375 00						10	400 00
Do Guelph	37,072	590	1,063,210	173,040	11,050	8 78	18,915 00	17,000				6·6	6,336 36
Town of Guelph		1,428	1,498,970	*307,660			19,973 37	41,868				11	700 00
Village of Harriston	No statistics as yet newly incorporated.												
Township of Luther	89,320	536	293,559	22,413		673 93	942 72½						180 00
Do Maryborough	56,380·6		456,820	30,900				33,000			2,000 00		543 00
Do Minto	71,119	1,048	632,201	72,670		1,400 00	8,534 96	62,700				17	598 00
Village of Mount Forest	702	281	169,260	30,050	1,000			23,500				19¾	446 99
Township of Nichol	26,917	637	532,294	80,640		244 00	1,600 00	8,000				8·1	400 00
Village of Orangeville		362	173,225	9,125		7 95		16,000				13·7	2,415 00
Township of Peel	74,510	1,074	859,050	76,050		74 23						12½	600 00
Do Pilkington	28,694	527	547,670	78,790								6½	1,350 00
Do Puslinch	56,982	729	753,673	132,745	1,300	12 12						6	650 00
Total Towns, &c.					25,975			284,568					
Add—For County					307,660			119,649	none	none	none	4½	
Total	772,119	11,837	10,629,993	1,485,927	*333,635	4,792 00	61,252 00	414,217		120	12,332 00		

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Wellington, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$	$	$	$	$	$	$	$	$	$	$		
Amaranth	4,379 14			22,542 00		1,800 00	400 00	566 69		1,379 09		1,245	1,475
Township of Arthur	7,931 44			331 00	615 50	2,100 00	884 76	636 45		641 09	163 00	3,332	2,495
Village of Arthur	840 74			97 00				1,626 74		530 20	1,096 54	459	59
Do Elora	6,139 73	200 by note.	none	156 00	1,150 32	960 00	1,740 00	700 00		815 37	2,911 11	1,506	139
Township of Eramosa	5,948 95			462 00	2,131 75		1,011 00	571 00		2,049 46	353 00	3,258	4,211
Do Erin	7,361 21			655 00	2,976 38		1,442 55	1,016 08		1,200 95	6,678 01	4,160	6,215
Village of Fergus	6,389 74			187 00	4,645 28	570 00	1,741 32½	370 00		918 18½	3,637 33	1,550	126
Township of Garafraxa West	4,814 00			384 00	1,050 00		400 00	450 00		1,000 00	4,800 00	2,810	3,657
Do Garafraxa East	5,000 00			317 00				397 00		400 00	2,101 00	2,101	2,724
Do Guelph	8,166 00			363 00	1,398 00	1,056 00	800 00	1,033 00		847 00	435 00	2,530	3,693
Town of Guelph	28,107 33			657 00	10,039 00	2,757 20	7,649 95	4,287 00		3,538 66	15,274 78	7,189	482
Village of Harriston	No statistics as yet—newly incorporated.												
Township of Luther	3,169 72			218 00	930 83		218 00	562 68		1,833 83	3,079 08		
Do Maryborough	4,148 69			487 00		4,155 34	1,086 00	1,183 30		3,279 53	3,239 31		
Do Minto	3,650 56			598 00	3,422 58	4,119 37	1,316 67	877 67	16 00	2,386 46	5,486 26	4,390	4,222
Village of Mount Forest	3,666 00			160 00	1,582 00	1,410 00		655 00		906 00	2,163 00	5	130
Township of Nichol	4,547 00			318 00	1,302 00	480 00	536 00	743 00		639 00	3,252 00	2,411	2,683
Village of Orangeville	4,973 06			379 00		940 00	2,415 00	262 00		2,040 00	1,443 00	1,487	97
Township of Peel	11,514 16	2,300		567 00		2,040 00	1,200 00	619 00		1,155 45	8,113 00	4,886	3,877
Do Pilkington	4,150 00	300		244 00			350 00	513 00		280 00		2,014	3,144
Do Puslinch	2,525 58			556 00	485 50		1,206 00	729 40		506 00		4,007	4,550
Total Towns, &c	133,416 00	2,800			31,725 00	22,387 00	24,394 00	17,795 00	16 00	26,341 00	70,225 00		
Add—for County	45,997 66	20,000	3,374 31		21,821 31	7,288 59	10,359 67	4,161 00	7,291 98	11,356 70	42,098 06		
Total	179,413 00	22,800			53,546 00	29,675 00	34,753 00	21,956 00	7,307 00	37,697 00	112,323 00	49,340	43,979

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of Wellington, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Warden.	Clerk.	Treasurer.	REMARKS.
Amaranth	7,429	771	554	.....	W. B. Jelly	Robert Wansbrough.	James Curry	
Township of Arthur	3,433	1,978	1,007	.....	Robert Stevenson	Wm. Cushing	Robert Hayward	
Village of Arthur	15	39	51	.....	Alex. Fraser	W. W. White	W. W. White	
Do Elora	154	113	111	86	Hugh Hamilton	Edward Burns	Edward Burns	$60 interest overdue being coupon, not presented.
Township of Eramosa	3,993	1,784	1,322	217	John Rae	J. A. Davidson	Robert Boyce	
Do Erin	6,040	3,202	1,942	358	Duncan McMillan	Charles Ferguson	John Bart	
Village of Fergus	118	120	90	64	Henry Michie	Wm. Ross	Wm. Ross	
Township of Garafraxa West	2,531	1,800	1,127	.....	W. Gibson	Wm. Campbell	Wm. Cassidy	
Do Garafraxa East	2,409	1,684	889	.....	W. Henderson	Wm. Cormack	G. B. Switzer	
Do Guelph	4,319	1,525	1,259	264	James Laidlaw	A. McCorkindale	Geo. W. Sandilands.	$2,600 debentures redeemed.
Town of Guelph	115	547	386	310	A. Robertson	John Harvey	John Harvey	$1,600 do do
Village of Harriston	No statistics as yet—newly incorporated.							
Township of Luther	.....	.....	.....	.....	W. Dawson	Neil McArthur	Samuel Stockley	
Do Maryborough	.....	.....	.....	.....	James Robb	W. W. Moore	W. Madill	
Do Minto	4,227	2,300	1,273	.....	John Prain	Henry Kane	Wm. Taylor	
Village of Mount Forest	28	45	74	59	Robert Kilgour	W. Balfour	Thomas G. Smith	$100 debentures bought.
Township of Nichol	2,626	1,306	931	204	John Mair	James McQueen	James McQueen	$500 were paid to purchase debentures to reduce debenture debt.
Vilage of Orangeville	29	88	91	.....	M. McCarthy	J. S. Faed	W. Armstrong	
Township of Peel	4,992	2,900	1,559	.....	W. S. Sutherland	James Dorward	Alexander McCrea	
Do Pilkington	2,883	1,614	929	.....	Hugh Roberts	John Smith	John Smith	
Do Puslinch	5,444	2,108	1,525	341	W. Leslie	R. T. Johnson	S. Falconbridge	
Total Towns, &c.	.....	.....	.....	.....				
Add—for County	.....	.....	.....	.....	John Mair, Elora P.O.	John Beattie, Fergus P.O.	Wm. Reynolds, Guelph P.O.	$17,400 of this amount is for debentures redeemed.
Total	50,785	23,914	15,019	1,903				

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of York, for the year 1872.

MUNICIPALITIES.	Number of acres assessed.	Number of ratepayers assessed.	ASSETS.					LIABILITIES.				REVENUE.	
			Assessed value of real estate.	Assessed value of personal property.	Amount of taxable income.	Total amount of arrears of taxes.	Other assets.	Corporation debentures.	Principal amount due to the Municipal Loan Fund.	Amount of interest overdue.	Other liabilities.	Rate in the $ imposed for all purposes, including County rate, but not including school rates.	Amount raised for school purposes.
			$	$	$	$ cts.	$	$	$	$	$ cts.	mills.	$ cts.
Etobicoke	29,148	548	884,630	85,050	100	46 44	11,900	.....	.....	.....	.....	3·4	1,920 00
Georgina	35,288	360	288,940	18,395	1,550	.....	.....	.....	.....	.....	.....	5	3,075 00
N. Gwillimbury	31,849	551	504,577	34,650	.....	.....	.....	.....	.....	.....	.....	2	339 74
E. Gwillimbury	54,767	1,064	826,146	67,450	800	.....	11,800	.....	.....	.....	.....	3·8	899 88
King	83,779	1,423	1,946,374	200,030	9,200	.....	.....	.....	.....	.....	.....	30	5,218 00
Markham	69,385	1,300	2,111,849	236,075	8,850	1,740 00	666	28,000	.....	.....	802 77	4·35	1,014 86
Scarborough	42,930	984	1,182,500	96,750	320	.....	.....	10,000	.....	.....	.....	·00465	5,618 01
Vaughan	67,757	1,196	1,773,500	169,260	7,350	1,136 59	23,925 42	.....	.....	.....	4,423 91	32·5	6,830 16
Whitchurch	60,193	1,201	1,102,035	141,830	.....	.....	11,684	.....	.....	.....	.....	3	2,085 00
York	655,654	2,088	2,054,462	200,980	10,700	3,792 62	680	.....	.....	.....	271 26	5·9	1,470 00
Incorporated Villages—													
Yorkville	500	703	791,199	50,300	46,783	872 00	32,301	19,271	.....	.....	2,043 00	4·65	1,417 00
Newmarket	681¼	391	33,075	32,990	5,600	17 75	2,000	.....	.....	.....	.....	52·1	1,285 64
Aurora	1,129	273	140,476	14,450	1,200	.....	.....	.....	.....	.....	496 00	·00747	1,015 00
Holland Landing	1751·35	143	80,220	13,420	1,050	870 00	.....	600	.....	.....	.....	3	2,023 00
Total Townships and Villages	1,044,811	12,225	13,719,985	1,361,630	93,503	7,675 40	73,419 42	57,871	.....	.....	8,036 94	.....	34,220 00
Add—For County	.....	.....	.....	.....	.....	.....	.....	*31,500	.....	.....	429 00	1·525	6,460 00
Total	1,044,811	12,225	13,719,985	1,361,630	93,503	7,675 40	73,419 42	89,371	.....	.....	8,465 94	.....	40,680 00

*York Road Debentures.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of York, for the year 1872.—*Continued.*

MUNICIPALITIES.	REVENUE.					EXPENDITURE.						Aggregate number of persons in the families of those persons rated as residents.	Number of cattle.
	Amount of taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of the Administration of Justice.	Received from Government on account of schools.	Other revenues.	Interest paid on debentures.	Total amount expended for educational purposes.	Exp. for salaries and all other expenses of Municipal Government.	Expenses on account of Administration of Justice in all its branches.	Expenditure on roads and bridges.	Expenditure on all other accounts.		
	$ cts.	$	$	$	$ cts.	$	$ cts.	$ cts.	$	$ cts.	$ cts.		
Etobicoke	6,534 00				830 00		2,617 00	618 00		1,744 00	3,032 77	2,408	2,317
Georgina	4,732 00			244	253 00		3,075 00	384 25		1,030 52	217 15	1,676	1,796
N. Gwillimbury	1,646 00			283	421 00		758 00	466 47		762 45	182 35	1,968	1,951
E. Gwillimbury	3,624 00				2,980 00		860 88	452 25		1,700 06	3,374 50	3,240	3,569
King	12,470 00			931	985 00		3,801 00	2,018 00		1,030 00		5,614	5,352
Markham	8,449 44				1,288 20	1,680	1,491 32	1,028 43		1,951 65	803 36	6,635	4,702
Scarborough	12,135 98			568	330 00	600	5,547 00	602 00		1,184 82	2,631 49	4,096	3,447
Vaughan	15,623 38				2,999 60		8,136 16	1,265 44		1,869 66	7,072 25	5,410	4,975
Whitchurch	6,287 00			617	432 00		4,073 00	702 00		1,049 00	730 00	3,835	4,385
York	10,633 00				1,785 50		1,440 00	1,633 72		2,337 82	8,746 76	7,114	3,762
Incorporated Villages —													
Yorkville	5,720 00			270	3,141 00	1,420	1,922 00	1,571 00		1,134 00	3,005 00	2,285	101
Newmarket	1,672 79			175	1,969 31		1,425 00	408 00		1,183 00	3,016 22	1,424	58
Aurora	1,278 89			139	547 75		1,216 00	459 00		675 00	1,150 00	1,201	130
Holland Landing	1,271 58	570		80	227 20		2,109 00	43 00		241 72	321 40	569	168
Total Townships and Villages	90,028 06	570		3,307	17,194 00	3,700	34,465 46	11,681 89		17,823 00	34 283 25	47,375	40,613
Add—For County	22,583 00		7,590	6,460	9,024 00	1,953	2,150 00	26,928 00	7,359	2,943 00	3,500 *		
Total	112,611 06	570	7,590	9,767	26,218 00	5,653	36,615 46	38,609 89	7,359	20,766 00	37,783 25	47,375	40,613

* York Roads.

STATEMENT of the Assets, Liabilities, Revenue, Expenditure, &c., of the Municipalities within the County of York, for the year 1872.—*Continued.*

MUNICIPALITIES.	Number of sheep.	Number of hogs.	Number of horses.	Number of dogs and bitches.	NAME AND ADDRESS OF THE Reeve.	Clerk.	Treasurer.	REMARKS.
Etobicoke	2,362	1,237	1,223	310	M. Canning	A. McPherson	A. McPherson	Clergy reserve fund invested.
Georgina	1,565	847	547	115	D. McDonald	A. Ego	A. Ego	
N. Gwillimbury	1,510	952	713	168	J. Merritt	H. Draper	W. Williams	
E. Gwillimbury	3,616	2,107	1,470	282	W. Cane	J. T. Stokes	J. T. Stokes	Municipal debentures.
King	7,818	4,016	2,540	553	W. H. Thorne	Joseph Wood	Joseph Wood	
Markham	6,515	3,100	2,762	577	W. Eakin	George Eakin	George Eakin	
Scarborough	3,563	1,758	1,611	436	J. P. Wheeler	J. Crawford	J. Crawford	
Vaughan	6,599	3,303	2,411	610	D. Boyle	J. W. Lawrence	J. W. Lawrence	
Whitchurch	5,110	2,553	2,005	360	J. Randall	J. W. Collins	J. W. Collins	
York	3,515	2,095	2,358	812	W. Tyrrell	A. L. Wilkin	A. L. Wilkin	
Incorporated Villages—								
Yorkville		22	255	184	J. Severn	W. Pridham	G. Bostwick	
Newmarket	107	64	106	70	E. Jackson	E. P. Irwin	E. P. Irwin	
Aurora	110	134	124	63	J. Henry	J. E McNally	J. E. McNally	
Holland Landing	167	110	71	48	W. H. Thorne	C. E. Somerville	C. E. Somerville	
Total Townships and Villages	42,557	22,298	18,196	4,588				
Add—For County								
Total	42,557	22,298	18,196	4,588				

GEORGE EAKIN,
County Clerk, York.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, Copies of all correspondence between Robert Gladstone Dalton, Esquire, and the Government, respecting a claim for arrears of salary claimed to be due to him as Clerk of the Crown, for work done in Chambers.

Presented to the Legislative Assembly, by command of His Excellency the Lieutenant-Governor.

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 2nd March, 1874.

SCHEDULE OF CORRESPONDENCE.

1870.
Feb. 23.—Letter from R. G. Dalton to Hon. J. S. Macdonald.
Oct. 7.—Letter from R. G. Dalton to Hon. J. S. Macdonald.
Nov. 21.—Letter from R. G. Dalton to Hon. J. S. Macdonald.
Nov. 21.—Letter from the Hon. Mr. Justice Richards to Hon. J. S. Macdonald.
1872.
Jan. 2.—Petition from R. G. Dalton.
Jan. 3.—Letter from R. G. Dalton to Hon. A. Crooks.
Jan. 4.—Letter from Hon. P. Gow to R. G. Dalton.
Feb. 1.—Letter from R. G. Dalton to Hon. A. Crooks.
Oct. 21.—Letter from R. G. Dalton to Hon. A. Crooks.
1873.
Feb. 25.—Letter from R. G. Dalton to Hon. O. Mowat.
Feb. 26.—Letter from Hon. O. Mowat to R. G. Dalton.
1874.
Feb. 25.—Letter from R. G. Dalton to J. G. Scott.

Toronto, 23rd February, 1870.

Dear Mr. Macdonald.—I have just received your letter. I send the papers. Mr. Schrieber s a very proper person, as I have said, if you have no more proper person in your mind.

think the other part of your letter discouraging. Under the Act and the rules, it is not in my power to say what I shall do, by them I am authorized and *required* to attend in chambers, and I am sure it never was in contemplation of the judges, nor of the profession who took an interest in it, nor of yourself, that the services should not be properly remunerated. I think from the tone of your letter, that you are not aware of the extent of the duty. It cannot be to my disadvantage that the consideration of the salary should be deferred.

The judges I know very well cannot, and *will not* go on to attend chambers as they have done heretofore, and whether by me or a chamber judge, or whoever it may be, from that duty to a great extent they must be relieved.

You will find that the profession in Toronto understand this. As far as possible I shall take your advice as to the purchase of books, but I have bought some, and shall have to buy a few others, for I must work at home in the evenings.

Under any circumstances I must go on till the end of Easter Term, and I am bound on my own honour to discharge the duty I have undertaken if I can, with credit to myself. I have now sat for three days in chambers. No long time, but I have some notion of the extent of the business, that is if the experiment works as it is expected. It will give me more than twice as much to do as I have already in my ordinary duty as clerk of the crown.

Evidently the matter must be deferred, which I do not indeed object to, but it should be fixed at an early day, and when you return I shall be obliged by your giving your attention to it.

Believe me,

Yours very truly,

(Signed) Robert G. Dalton.

The Hon. J. S. Macdonald,
Attorney-General.

Toronto, 7th October, 1870.

Dear Mr. Macdonald.—I write as to my position in chambers, I know you will not think me troublesome, though I repeat things well-known to you by verbal communication. My object being to put the matter in writing.

I understand the position of the Government, which I have learned through you, to be this, that you do not wish to compel me to the performance of unpaid services, but that for the duties I perform in chambers I must not look to you for payment.

Though this is not the view I had when I entered upon the duties which changed the nature of my office, and more than doubled my labour and responsibility, that is now of no consequence, of course I must accept the position.

For reasons which I have heretofore explained to you, it seems to me quite a necessity that I should continue to act till Term, which is, I think, 21st November next. The press of business which is now very considerable will then be over, and the Judges will all have returned to Toronto.

That time therefore seems to be the least inconvenient for the discontinuance of my attendance in chambers, and I propose if it seems good to you, that it shall then be discontinued.

It does appear to me that I may fairly ask in addition, that the act which imposes that duty upon me may be repealed.

I am, yours very truly,

(Signed) Robert G. Dalton.

The Hon. J. S. Macdonald,
Attorney-General.

Toronto, 21st November, 1870.

Dear Mr. Macdonald,—I am sure I did not think to trouble you with any more communications about the chamber business.

I communicated to the Chief Justice my letter to you of the 7th October last, and he has written me in consequence to the effect that the Judges wish me to continue my atten-

dance in chambers until the Legislature has had an opportunity either of compensating me or repealing the statute.

I understand the Chief Justice to be of opinion that I am not justified in what I propose, as the law has cast the duties upon me.

This of course it is proper for me to observe, and in consequence I must go on in the meantime as usual.

I need say no more on the subject, but again beg your attention to my former letter, I dare say you will think that what I there request is not unreasonable.

The Chief Justice says in his letter that he will write to the Government on the subject, which no doubt he will do, if he has not done it.

Yours very truly,

(Signed) Robert G. Dalton.

The Hon. J. S. Macdonald,
Attorney-General.

Toronto, 21st November, 1870.

Dear Sir,—Will you permit me to call your attention to the position of R. G. Dalton, Esq., Clerk of the Crown and Pleas in the Court of Queen's Bench, under the operation of the Statute of last session, and the Rules of Court framed under it.

By far the larger portion of the chamber business since the Rules of Court came in force in February last has been disposed of by Mr. Dalton, and I think I may venture to say to the entire satisfaction of the profession, there having been but one or two appeals from his decisions during that period.

The relief to the Judges by the labours undertaken by Mr. Dalton, is very great, arising not only from the saving of time actually devoted to the discharge of Chamber duties under the old system, but from the advantage resulting from the uninterruped attention they are now able to give to the cases that have been argued in the full Court. The loss of time in going to Osgoode Hall daily to attend to Chamber matters was greater than is generally supposed. The Judge in Chambers generally found that his whole day was virtually lost every time he was obliged to hold Chamber sittings.

During the sittings of the Assizes at Toronto when the Judges are absent on their Circuits, and when the chamber business, often involving nice questions of pleading and practice, is very large and very pressing, it is physically impossible for the Judge holding the Assizes at Toronto, to attend to his duty at the Assizes, and properly discharge the duties pertaining to the Judge in Chambers.

I have no hesitation in saying that if the Chamber business had been thrown on me whilst holding the Civil and Criminal Courts this Fall at Toronto, the sittings at those Courts would have necessarily been much prolonged, and the additional expense cast on the public in consequence for those Assizes alone would, I have no doubt, have greatly exceeded a reasonable additional salary to Mr. Dalton, for the increased labour cast on him in discharging the responsible duties undertaken by him in consequence of the Statute. He is often compelled to take home with him voluminous papers for perusal and consideration, and he requires for consultation and reference some books and reports not necessary for a lawyer in general practice, and not required by him to discharge the ordinary duties of Clerk of the Crown and Pleas; this of course will add considerably to his actual outlay, in addition to his increased labour.

The special duties under the Statute are cast on Mr. Dalton alone, and not on the corresponding officer of the other Court. His peculiar fitness for the discharge of these duties, probably suggested the change in this respect in the original draft of the Bill when it was before Parliament and the admirable manner in which he has conducted the business, fully justifies the change.

It seems unjust that because he possesses the ability, professional training, and desire to discharge these important duties with credit to himself and advantage to the public they should be wholly cast upon him without any additional compensation, and under circumstances necessitating to some extent additional expenditure of money. If it be urged that

Mr. Dalton relieves the judges from work that they would be compelled to perform, the answer which seems conclusive is, that the judges are frequently absent from Chambers, discharging other duties of more importance when their absence causes great inconvenience to parties to suits, and to the profession. If the Judges are compelled to attend to the Chamber business, other business of equal if not greater importance must be postponed.

As a matter of fact, to borrow a phrase in common use, the judges are now about worked up to their capacity, and it is of more importance to the public than it is to them individually, to say on what kind of work they shall be employed. I deem it my duty to place this matter before you, not only as it affects the interests of the public and the profession, but as a matter of simple justice to an efficient and valuable public officer who shews singular aptitude and ability in the discharge of important and laborious duties cast upon him, when he accepted office, and of a very different character to those then appertaining to the office.

I have the honour to be,
Your obedient servant,

(Signed) Wm. B. Richards.

P.S. Permit me to add by way of postscript that I have shewn this letter to my brother Judges of the Common Law Courts, and they desire me to say that it meets with their entire approval.

(Signed) Wm. B. R.

Hon. J. S. Macdonald,
Attorney-General.

To His Excellency the Honourable William Pearce Howland, C.B., Lieutenant-Governor of the Province of Ontario in Council.

The Petition of Robert G. Dalton, of the City of Toronto, Clerk of the Crown and Pleas of the Court of Queen's Bench,

RESPECTFULLY SHEWETH:

That your petitioner since the month of June, 1868, has been and now is clerk of the Crown and Pleas of the Court of Queen's Bench at a salary of £460 a year.

That by an Act of the Legislature of Ontario, passed 24th December, 1869, being the Act respecting proceedings in Judges' Chambers (33 Vic., cap. 11,) authority was given to the Judges of the Superior Courts of Common Law, to empower your petitioner by rule, to do the duties of a judge in Chambers in those Courts.

That since the 21st February, 1870, your petitioner has accordingly performed all those duties, by virtue of the rules adopted by the judges under the Act with some exceptions mentioned in the Act and Rules, which do not practically involve any large amount of business.

That from recent Acts of the Legislature, the duties of the Judges have been much increased, nearly all the difficult business of the County Courts being now taken before the Superior Court Judges, at the Assizes and in term. And the trial of election Petitions has been added, your petitioner takes the liberty of mentioning this fact, for the reason that, whether or not the continuous employment of your petitioner in Chambers was originally contemplated, the state of business in the courts has rendered it necessary, and your petitioner's duties in Chambers have been in consequence daily performed in vacation as well as at other times, ever since those duties were imposed upon him.

That by these means, your petitioner's labour has been much more than doubled, and as he submits, the importance and difficulty of his duties have been increased.

That no addition has been made to the salary of your Petitioner. But your Petitioner desires to state on this head, that for the year 1871, the sum of $1000 was paid to your Petitioner for his duties under "the Controverted Elections Act of 1871," which your peti-

tioner is aware was intended more in consideration of his duties in Chambers, than for his duties under that Act.

Your petitioner therefore prays that your Excellency will be pleased to direct that your petitioner's salary may be increased to an amount which may seem to your Excellency suitable for the duties which your petitioner performs, and that the increased sum may be paid to your petitioner from the time when his new duties first commenced, taking into account the $1000 above mentioned.

All which is respectfully submitted.

(Signed) Robert G. Dalton,
C. C. & P., Q. B.

Toronto, January 2nd, 1872.

(Private.)

Toronto, 3rd January, 1872.

Dear Crooks,—I believe all legal offices are particularly within the range of your superintendence as Attorney-General, I therefore trouble you about my case.

If you will have the goodness to read the copy of my memorial to the Lieut.-Governor in Council which is enclosed, it will give you the real facts as I understand them.

I am sure I need not tell you about the nature of the duties I perform, nor how they are done, if I were able. The late Attorney-General had some difficulties about the case, which I never fully understood, that have brought the matter into its present position. The other legal members of his government did not, I know, concur in them, but the result was postponement. Mr. Macdonald's intention latterly was as he told me to have done this session what the memorial asks.

The salaries of Jackson and myself are £460 a year each. It strikes me that my office with the chamber duties added is very like in its nature to that of the Master in Chancery, is of equal importance in its judicial duties, and the amount of labour done, and that they should be paid alike—that is the view which I submit. I hope this will be taken up by the government during the present session, for, as I trust you will agree with me, the present position is not right.

Yours very truly,

(Signed) Robert G. Dalton.

The Hon Adam Crooks,
Attorney-General.

Provincial Secretary's Office,
Toronto, January 4th, 1872.

Sir,—I have the honour to state with further reference to your petition respecting the salary and duties attached to your office that it is the present intention of this governmsnt to continue the allowance of $1,000 per annum referred to by you in your memorial. As payment for the services rendered in your proper official capacity and not as clerk of controverted elections.

The other matters referred to in your memorial will receive consideration at a future time.

I have &c.,

Peter Gow,
Secretary.

R. G. Dalton, Esq., Q.C.,
Osgoode Hall.

(Private.)

1st February, 1872.

Dear Crooks,—I should have written to you before, and indeed I did write some time ago, but thinking it better to see you personally I then tore up the letter, but it is not quite so easy to meet you as it used to be.

I have certainly to acknowledge with great satisfaction the prompt attention which my memorial to the government received. The government has done substantially what I asked as to the salary, and as I wish to say something about the amount of the salary, I ought first to make the acknowledgment.

As to amount I may urge to you my own opinion and belief, I think it should be $3,000 a year. As between the office and that of the Master in Chancery I cannot see why a difference should be made to my disadvantage. The difference made is $160 a year; not much I must admit, but I think the two should be alike, for I cannot see any such difference in the standing and importance of the two offices.

It seems to me in my position that I must be content with urging my view upon the members of the government, and so leave it. I know M. C. Cameron and Stephen Richards both agreed with me in the above.

As to the past services mentioned in my memorial I do not see that it can be necessary to urge anything, for if the service be admitted valuable, it would seem strange that as between the Province and an individual, there should be any question as to payment for a year's service. These things I have no doubt will be considered in due time.

And I must repeat again the satisfaction I feel in the prompt justice that has been done me by the government, and for your part in it please accept my thanks.

Yours very sincerely,

(Signed) Robert G. Dalton.

Hon. Adam Crooks,
Attorney-General.

(Private.)

21st Oct., 1872.

Dear Crooks,—It was understood when I had a conversation with you some months ago on the subject of my position in chambers, that I was to write you about this time.

The necessary facts in relation to the matter, I communicated at the end of last year in a memorial to the Lieutenant-Governer in Council, and I think also in a letter to you.

The following are the principal—my salary as Clerk of the Crown, is $1840.

The services in chambers commenced 21st February, 1870, and for 1870 and 1871 I was paid nothing for those services—that is nominally—but in 1871 I was paid $1,000 for services in that year as Clerk of Election Committees, which no doubt was understood to have relation to my duties in chambers.

In 1872 I have been paid $1,000 by the present government for the services in chambers.

What I have to urge is that I should receive $3,000 a year for the whole period since I commenced the duty in February, 1870. My office with the chamber duties annexed, is very like that of the Master in Chancery, and should be paid equally. If a person not already having some official position were appointed to-day to the duties in chambers he could not be paid less than $2,400.

As to the arrears, you seemed to feel when I spoke to you that there was some difficulty, but as I understand the question is all open; nothing in fact has been fixed in the matter to this day, even the present government has not determined anything, but (for the time) waiving the question, has merely continued the allowance of $1,000 provisionally, attributing it however, to my proper duties.

Whether I am to be paid arrears or not, I submit can hardly be a question.

When the proper allowance for the office is fixed it should apply as much to the past as to the future, for this matter throughout has been intentionally left undetermined, and if now it should be dealt with only as respects 1873 and onwards it will leave nearly a year's services altogether unpaid, and why as between the Province and me should that be so?

You will no doubt consider all these matters.

Yours,
(Signed) R. G. DALTON.

The Hon. Adam Crooks,
Attorney-General.

TORONTO, 25th February, 1873.

MY DEAR SIR,—I have come so far to a knowledge of the details of the Estimates, as to be aware that my salary has been put at $3,000. For this I have much reason to be obliged to the Government, and for your share in it please accept my thanks.

It is with much reluctance that I write you again about another part of my application. From circumstances which I have heretofore pointed out to you, I have not been paid at all for my Chamber duties for the year 1870. It arose from Mr. Macdonald's desire, which he failed to accomplish, to make the Dominion Government pay my salary. A consequence to me which he had the intention to put right, had he remained in power.

It seemed to me that there could be no question about the payment, and I do not write now intending to urge or argue about it, but to point out to you that it is not provided for. Perhaps it is an unintentional omission.

It is certainly of importance to me, and as I would rather not be a petitioner with a case ever so just, I hope it can be settled now. I would have called, but that I find it so difficult to see Members of the Government just now. So I trouble you with this note.

Yours,
(Signed) R. G. DALTON.

The Hon. Oliver Mowat,
Attorney-General.

26th February, 1873.

MY DEAR DALTON,—Your note of yesterday has been received. I would be very glad to meet your views, but there are numerous applications for arrears or supposed arrears, and the difficulty seems to be insuperable of allowing them in any case. Your claim should have been disposed of, by Mr. Sandfield Macdonald, if at all; but I am afraid I could not defend allowing a claim which there would be so much reason for saying he must have rejected. I wish very much I could see my way to giving you a more satisfactory answer.

I shall probably provide in the supplementary estimates for an additional clerk for you, but in the meantime all that you can do is to employ some one temporarily.

Yours faithfully,
(Signed) O. MOWAT.

R. G. Dalton, Esq.,
Osgoode Hall.

TORONTO, 25th February, 1874.

MY DEAR SIR,—In reply to your request that I would state whether I have any objections to have included in the return of correspondence to be laid before the House of Assembly, the letters on file in your department having reference to my claim for compensation for services rendered by me in Chambers, and which are marked "private," I beg to say that I have no objection whatever to these letters being included in the return.

Yours truly,
(Signed) ROBERT G. DALTON.

J. G. Scott, Esq.,
Attorney-General's Department.

(No. 30.)

REPORT of the Provincial Agricultural Farm Commission. *(Not printed.)*

RETURN

Of correspondence and papers relating to the "Prince Edward County Railway," subsequent to that printed in Sessional Papers of 1873.

By Command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 27th February, 1874.

Schedule of papers and correspondence relating to the "Prince Edward County Railway."

MEMORANDUM SUBMITTED BY DEPUTATION.

1873.
March 29.—Letter from Assistant Secretary Eckart to Chairman of Company, enclosing:
" 24.—Copy of Order in Council.
Nov. 7.—Letter from Vice-President of Company to Attorney-General.
" 12.—Letter from J. G. Scott to Vice-President of Company.
" 27.—Letter from Vice-President of Company to J. G. Scott, enclosing:
Petition of Company.
1874.
Jan. 5.—Letter from Assistant Secretary Eckart to Secretary of Company, enclosing
1873.
Dec. 30.—Copy of Order in Council.

(Copy.)

Memorandum submitted by Deputation.

THE PRINCE EDWARD COUNTY.

The County of Prince Edward is as isolated as if it was an island, so far as freight and passenger traffic is concerned.

The occupation of the inhabitants is confined to agriculture, or such other employment as can be dropped in the Fall, and picked up again in the Spring.

Their labour of production is confined to seven months in the year.

They are compelled to market their produce in the busy seasons of Spring and Fall, or be subject to a team haulage of an average of twenty miles, to a market, at some point on the Grand Trunk Railway.

There is not a manufactory in the county, nor can there be one, until enabled to procure their raw material when required, and deliver the manufactured article when and where required; even their farming implements come under this depleting system.

For that class of people, they have always been large consumers of foreign commodities, and, consequently, have largely contributed to the revenues of the country.

They have never had a shilling of provincial funds laid out in the county.

They have not benefited, either directly or indirectly, by the outlay of public money in any part of Canada, the construction of the St. Lawrence canals only excepted.

The Grand Trunk Railway, which has so largely benefited other parts of Canada, has injured Prince Edward, by enabling the towns of adjoining counties on that line of road to absorb a large proportion of their import and export trade.

The effect has been to lessen the mercantile and commercial business done within the county; to reduce the value of town and village property, as well as the farming lands situate in the remote parts of the county; to cause a constant outflow of the best part of the population, the young and the enterprising; and from being, up to within a few years, one of the most progressive counties in the country, is to-day, perhaps, the most unpromising in the Province.

To connect this county by rail with other parts of the Dominion, will enable capitalists safely to embark in manufacturing amongst this industrious and cheap-living people; to enable the people to apply their labour to purposes of production for twelve instead of seven months in the year; to attract artizans and labourers from abroad,—and, best of all, to retain their own young and growing population at home.

Such road must, however, for some time, depend entirely on local traffic for support, and, therefore, cannot be constructed unless the Company are liberally aided by the Government of the Province.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 29th March, 1873.

SIR,—I have the honour to transmit herewith a copy of an Order in Council, approved of by His Excellency the Lieutenant-Governor, the 24th day of March, A.D. 1873, relating to the application of the "Prince Edward County Railway Company," for aid under the Acts in aid of railways.

I have the honour to be, Sir,
Your obedient servant,
I. R. ECKART,
Assistant-Secretary.

Charles Bockus, Esq., Chairman of the Provisional
Directors of the Prince Edward County Railway Company, Picton.

(Copy.)

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-fourth day of March, A. D. 1873.

The Committee of Council have had under consideration the application of the Prince Edward Railway Company for aid, under the Acts in aid of railways, and, having regard to the exceptional position of the County of Prince Edward in not having hitherto benefited by the expenditure of provisional moneys for railways, and yet having contributed largely thereto, in common with the rest of the Province, they advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly, (without which this order is inoperative), payment be authorized to be made to the Company out of the Railway Fund of a sum equal to $2,500 per mile of that portion of their railway between the Grand Trunk Railway and Picton, and that payment be made in respect of any portion of the railway of the Company between said points not less than twenty miles in length, on the fulfilment of the conditions of the Act as to such portion. And the Committee further advise that this grant of aid be subject to the condition that the Company do, on or before the first day of December next, make proof to the satisfaction of the

Lieutenant Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works (exclusive of track laying) on the said portion of railway. Provided that this Order and any ratification thereof shall be of none effect unless the Bill to incorporate the said railway company become law.

(Certified) J. G. Scott,
24th March, 1873. *Clerk Executive Council, Ontario.*

(Copy.)

Office of the Prince Edward County Railway,
Picton (Ontario), Nov. 7, 1873.

Dear Sir,—By the order of the Honourable the Executive Council of the Province of Ontario, approved by His Excellency the Lieutenant-Governor, on the 24th day of March, A.D. 1873, granting aid to the Prince Edward Railway Company, it is made subject to the following condition:—"That the Company do, on or before the first day of "December next, make proof, to the satisfaction of the Lieutenant-Governor in Council, "of the existence of a *bona fide* and sufficient contract for the completion of the works "(exclusive of track laying) on the said portion of railway."

The Company caused the necessary location, surveys, profiles and specifications of the line to be made, and advertised for tenders for the construction of the road, and since the receipt of the tenders, a misunderstanding has arisen between the Company and the Municipal Council of the County of Prince Edward regarding the weight of the rails to be used, which will require such alterations in the specifications as to render new tenders absolutely necessary; and, from lateness of the season, that cannot well be accomplished in time to carry out the requirements of the Order in Council.

The object of the present is to ask you if the Company can get an extension of the time for filing the contract to the 1st July, or 1st August next; and, if so, what steps on their part will be necessary to be taken to secure such extension.

The Directors of the Company will meet on the 11th instant, and, if quite convenient, you would confer a great favour on the Company by causing a reply to be made to my enquiry in time to lay before them at that time.

I have the honour to be
Your obedient servant,
(Signed) Charles Bockus,
Vice-President P. E. Co. Ry. Co.

The Honourable O. Mowat,
Attorney-General, Toronto.

(Copy.)

Attorney-General's Department,
Toronto, 12th November, 1873.

My Dear Sir,—In reply to your letter of 7th instant, respecting proof of a contract, for the completion of the works exclusive of track laying, on a certain portion of your railway, by 1st December next, I am directed by the Attorney-General to state, that under the circumstances the Government will have no objection to pass an order in Council, renewing the grant, on condition of proof of the contract on or before 1st July next. This will however require ratification in the same manner as an original order by the Legislature.

Proof of a contract for the rails is not required by the condition of the order. It is presumed however, that your Company considers it for its interest to make one contract for the entire work.

Your obedient servant,
(Signed) J. G. Scott.

Chas. Bockus,
Vice-President, Prince Edward County
Railway Company, Picton.

(Copy.)

PICTON, ONTARIO, November 27th, 1873.

DEAR SIR,—I duly received your favour of 12th instant, in reply to mine of 7th instant, to the Honourable O. Mowat.

The Prince Edward County Railway Company, fully appreciates the generous extension of the time for filing the contract for the construction of their road, and supposing it requires a petition on which to found the requisite Order in Council, I beg to hand you herewith a petition from the officers of the Company, and beg you will place the same in the hands of the Honourable Mr. Mowat.

If any further or other steps are necessary on the part of the Company in this matter, I beg you will advise me.

I am, your obedient servant,
(Signed) CHAS. BOCKUS.

J. G. Scott, Esq.,
Department of Attorney-General, Toronto.

(Copy.)

To His Excellency John Crawford, Lieutenant-Governor of the Province of Ontario, &c., &c., in Council.

The Petition of the Prince Edward County Railway Company.

HUMBLY SHEWETH:

That an Order in Council was passed by the Honourable the Executive Council of the Province of Ontario, and approved by His Excellency the Lieutenant-Governor on the 24th day of March, A.D. 1873, granting aid to the Prince Edward County Railway Company, and by the said Order the Company were required on or before the first day of December next, to make proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the construction of the said Railway, exclusive of tracklaying.

That the said Company have caused the necessary location surveys, profiles and specifications to be made of the line, and have received tenders predicated thereon, but owing to a misunderstanding between the Company and the Municipal Council of the County, new specifications and tenders are rendered necessary, and the advanced state of the season precludes the possibility of doing so in time to comply with the Order in Council.

Your Petitioners therefore pray,

That your Excellency in Council will be pleased to extend the time for filing the said contract, to the first day of July, A.D. 1874. And your Petitioners as in duty bound will ever pray.

(Signed) HENRY STARNES, *President.*

(Signed) CHARLES BOCKUS, *Vice-President.*

(Signed) WALTER ROSS, JUN., *Secretary.*

L.S.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 5th January, 1874.

SIR,—I have the honour to transmit herewith a copy of an Order in Council, approved of by His Excellency the Lieutenant-Governor, the 30th day of December, A.D. 187

having reference to the contract for the completion of the works (exclusive of track laying) on that portion of the "Prince Edward County Railway," between the Grand Trunk Railway and Picton.

I have the honour to be,
Sir,
Your obedient servant,

I. R. ECKART,
Assistant-Secretary.

Walter Ross, Junr., Esq., Secretary,
Prince Edward County Railway Company, Picton.

Copy of an Order in Council approved of by His Excellency the Lieutenant-Governor, the 30th day of December, A.D. 1873 :—

Upon a Report of the Honourable the Attorney-General, dated 27th December, 1873, the Committee of Council advise that, subject to the ratification of this Order in Council, by Resolution of the Legislative Assembly, (on default of which ratification this Order in Council is inoperative), the time allowed the Prince Edward County Railway Company by the Order in Council of 24th March last, for furnishing proof to the satisfaction of the Lieutenant-Governor in Council, of a *bona fide* and sufficient contract for the completion of the works (exclusive of track laying) on that portion of the Prince Edward County Railway, between the Grand Trunk Railway and Picton, be extended to the first July next.

Certified.
(Signed) J. G. SCOTT,
Clerk Executive Council, Ontario.

2nd January, 1874.

RETURN

Of Correspondence and papers relating to the "Norfolk Railway," subsequent to that printed in Sessional Papers, 1871-2.

By command,

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 26th February, 1874.

Schedule of Correspondence and Papers Relating to the "Norfolk Railway."

1872.

Feb. 23.—Letter from A. Watts to Provincial Secretary, enclosing memo. as to shareholders.
" Letter from Thomas Lailey to Provincial Secretary.
Copy of Bond.
Feb. 22.—Estimated cost of road per mile.
April 8.—Letter from Acting Assistant-Secretary to A. Watts.

1873.

Nov. 5.—Letter from Secretary of Company to Provincial Secretary, enclosing
Petition of Company.
Statistics connected with the proposed Railway from Brantford to Port Burwell.
List of Stockholders.
List of Bonuses.
Memo: certified copies of By-laws.
Memo: with reference to letter from Chief Engineer.
Nov. 3.—Letter from C. A. Gatchen, to the Directors of the Company, enclosing
Estimate of cost per mile of road from Brantford to Port Burwell.
Memo: of Map.
Ways and Means.
Nov. 27.—Letter from Secretary of Company to Provincial Secretary enclosing certificates as to passage of a By-law.
Nov. 21.—Statistics of Port Burwell harbour.
Dec. 10.—Letter from Secretary of Company to Provincial Secretary, enclosing application of Norfolk Railway Company for aid to construct "Brantford and Port Burwell Railway."

1874.

Jan. 14.—Letter from Arthur S. Hardy, M.P.P., to Provincial Secretary.

(Copy.)

OFFICE OF THE NORFOLK RAILWAY COMPANY,
BRANTFORD, 23rd February, 1872.

To the Hon. PETER GOW,
Provincial Secretary.

SIR,—I have the honour to acknowledge the receipt of your communication of the 12th inst., relating to the petition of the Norfolk Railway Company for aid under the Railway Act, and in reply, I have to say that the information asked for, evidencing the good faith and *bona fides* of the undertaking, and the ability of the Company without any reasonable doubt to complete the intended railway, in respect of which aid is asked from the Government in terms of the "Act in Aid of Railways," will be furnished His Excellency in Council, with all the despatch possible under the circumstances.

The final agreement with the Great Western Railway Company cannot be furnished until the same is transmitted to, and received back from England. The by-law for municipal aid to the extent of $150,000 from the County of Norfolk, has not yet been formally passed, but the same is under consideration of the council, and no reasonable doubt is entertained that it will in due course be submitted to the ratepayers, and finally sanctioned by them.

The list of the stockholders of the company is herewith forwarded, and marked No. 1, as also an estimate of the cost per mile as made by George Lowe Reid, Esq., Great Western Railroad Engineer, and also herewith submitted, together with map of said road, with counties and townships through which it will pass, and marked No. 2.

Permit me to say it would very much facilitate and accelerate the production of the information required by the Act in Aid of Railways, were His Excellency in Council to inform the Norfolk Railway Company whether or not their application comes within the provisions of the Act in Aid of Railways. I would, therefore, respectfully request that you would be good enough to obtain from His Excellency, as soon as convenient, the views his Excellency in Council may take of the provisions of the Act in respect of the railway contemplated to be constructed by my Company.

I have the honour to be, Sir,
Your obedient servant,
(Signed) A. WATTS.

(Copy.)

No. 1.

In presenting a list of the stockholders of the Norfolk Railway Company it is necessary to call attention to communication that has been furnished to the Provincial Secretary by the first and original stockholders of the said Norfolk Railway Company, settling the amount of shares respectively taken by each of the subscribing parties, and will form part of communication No. 1; and herewith is added a copy of a bond, certified to before a commissioner, and entered into by the parties as above referred to as the first stockholders of the said company, with the present owners of the Norfolk Railway charter, shewing by what title they are now in possession of the same.

(Copy.)

TORONTO, Feb. 23rd, 1872.

To the Honourable
The Provincial Secretary.

SIR,—I have the honour to inform you that the shareholders of the Norfolk Railway Company are—

HENRY S. HOWLAND.
JOHN SHEDDEN.
NOAH BARNHART.
GEORGE LAIDLAW.
HENRY E. PARSON.
JOHN FISKIN.
THOMAS LAILEY.

All the above, except Mr. Laidlaw, have agreed in writing, upon certain conditions, to transfer their stock to certain persons in Brantford.

I am, Sir,
Your most obedient servant,
(Signed) THOMAS LAILEY.

(Copy.)

Copy of Bond for the transfer of the Stock of the Norfolk Railway to the present applicants for aid.

BOND.

Memorandum of agreement entered into this twenty-seventh day of October, 1871 between John Fisken, Henry S. Howland, Thomas Lailey, Henry Parsons and Noah Barnhart, all of Toronto, certain of the shareholders in the Norfolk Railway Company, of the first part, and David Plewis, Charles H. Waterous, William J. Imlach, Alfred Watts and Hubert T. Sutton, all of Brantford, of the second part.

The parties of the first part agree with the parties of the second part to transfer to the parties of the second part, or to whom they may appoint, their respective shares in the said company, upon the following terms, viz.:—Two thousand five hundred dollars paid down this day, and two hundred dollars on account of expenses also paid down this day, and upon payment to the credit of the railway company into some chartered bank, of the amount deposited upon the first call or ten per centum subscription referred to in the twelfth section of the Act of Incorporation, (less the sum withdrawn for the legitimate expenses of the company), the stock, however, not to be transferred until the said balance of the said first call has been paid by the said parties of the second part into the said chartered bank, the amount of which balance of said first call to be paid by the said parties of the first part.

We the parties of the first part will call a general meeting of the shareholders, upon being requested in writing so to do.

If the parties of the second part do not wish to take said stock, the said sum of two thousand five hundred dollars to be forfeited, and so much of the said sum of two hundred dollars as shall be incurred for expenses shall also be forfeited.

The parties of the first part and each of them covenant with the parties of the second part that they nor any of them, have not assigned, conveyed or incumbered the said stock.

Signed, sealed and delivered in presence of }
JOHN HOSKINS. }

JOHN FISKEN. [L. S.]
HENRY S. HOWLAND, [L. S.]
By his Attorney, J. Fiskin.
THOMAS LAILEY, [L. S.]
By his Attorney, J. Fiskin.
HENRY E. PARSONS, [L. S.]
By his Attorney, J. Fiskin.
NOAH BARNHART, [L. S.]
By his Attorney, J. Fiskin.
DAVID PLEWIS. [L. S.]
C. H. WATEROUS. [L. S.]
A. WATTS. [L. S.]
W. J. IMLACH. [L. S.]
H. J. SUTTON, [L. S.]

I, James Wilkes, of the Town of Brantford, a Notary Public for Ontario, do certify that the foregoing is a true copy of a certain bond between the above named parties. Done at Brantford this 26th day of February, 1872.

JAMES WILKES, [L. S.]
Notary Public.

(No. 2 Copy.)

HAMILTON, ONTARIO,
22nd February, 1872.

Estimated cost of the proposed Norfolk Railway, extending from the Great Western Railway depot, at Brantford, to Simcoe, Port Dover and Port Rowan, as delineated on the accompanying map, from actual survey.

This estimate is based upon a gauge of 4 ft. 8½ in., and assumes the same character of works as those of the branch line between Harrisburg and Brantford.

The average cost of each mile of this railway I estimate to be as follows :

Right of way, clearing, grading, bridging, fencing, station buildings, &c.....	$9,000 00
Permanent way complete, including sidings, switches, signals, &c...	7,500 00
Engineering expenses and incidental charges of all kinds	1,000 00
Total average cost per mile, exclusive of rolling stock	17,500 00

GEORGE LOWE REID,
Civil Engineer.

(Copy.)

PROVINCIAL SECRETARYS OFFICE,
TORONTO, 8th April, 1872.

SIR,—With reference to so much of your letter of the 23rd February, as requests information whether the Norfolk Railway Company comes within the provisions of the Act in aid of Railways, I have to say that applications of this description have been made with reference to a large number of projected enterprises, involving a very large demand upon the public exchequer, and, that the Government has found itself obliged to lay down the rule that until a Company has given those evidences of vitality which have been requested in the case of your enterprise, it is impossible to enter upon the consideration of the question whether it should be regarded as coming under the Act or not.

It is unnecessary that I should detail to you all the reasons upon which this conclusion has been arrived at, but it will occur to you in a moment that much difficulty and complication might arise were the limited fund appropriated by the Legislature, to be in any sense pledged in respect to enterprises which should afterwards turn out abortive.

I have the honour to be, sir,
Your obedient servant.
(Signed), I. R. ECKART,
Act. Asst.-Secretary.

A. WATTS, Esq.,
Norfolk Railway, Brantford.

(Copy).

NORFOLK RAILWAY, PRESIDENT'S OFFICE,
BRANTFORD, November 5th, 1873.

The Honourable T. B. PARDEE,
Provincial Secretary.

SIR,—I have the honour to inclose you a petition from the Norfolk Railway Company to the Lieutenant-Governor in Council, asking aid from the Railway Fund, also

papers connected with the same, and trust they will contain all the requirements of Government necessary to obtain an order in Council recommending the appropriation asked for from the Railway Fund.

I have the honour to be, sir,
Your obedient servant
(Signed). W. J. IMLACH,
Secretary.

Acknowledged 13th November, 1873.

(Copy.)

Schedule of Petition and statements with reference to Brantford and Port Burwell Railway.

Petition of Norfolk Railway to Governor in Council.

A.—Statistics connected with the proposed line. Population of Towns and Townships ; assessed value, &c , &c., of the same.
B.—List of stockholders, municipalities granting bonuses, printed copies of by-laws of the same with certificates attached.
C.– Engineer's Report of Survey, with cost per mile ; also maps of the section of country through which the proposed line will run, and its connections with existing Railways.
D.—Ways and Means for the Construction of the line, together with probable profits of the undertaking.

To His Honour, the Lieutenant-Governor of the Province of Ontario in Council.

The Petition of the Norfolk Railway humbly sheweth :

1. That your petitioner was incorporated by 32 Victoria, Chapter 58, which said Act has been amended by the several Acts, 35, Victoria Chapter 52, and Victoria Chapter.

2. The said Company soon after passing of the said Act incorporating the said Company was organized by certain gentlemen in Toronto, who undertook to construct a Railway from Brantford, through Simcoe to Port Dover, but failing to obtain a bonus from the County of Norfolk, they desisted from further efforts, and the said Company became practically defunct.

3. Certain gentlemen in Brantford subsequently purchased from the said parties in Toronto the said charter by taking and paying for a transfer of the stock held by them, and the County of Nofolk still refusing to give anything in aid of the proposed Railway from Brantford to Port Dover, your Petitioner during the last session obtained an amendment to the said charter, authorizing the construction of a railway from Brantford, direct to Port Burwell, and therefore your petitioner caused a survey to be made of the proposed route, which they found to be very favourable, and after placing the said Company on a proper footing as to private stock and due organization, commenced canvassing for bonuses, from the several municipalities through which the said Railway would run, and have already obtained bonuses to the amount of $191,000 as shown in schedule marked B. The capital stock in the hands of *bona fide* shareholders amounts to upwards of $30,000, and which will be made up to $40,000. Ten per cent. on the subscribed stock has been paid, and already expended in preliminary and other expenses leaving yet to call in $37,000, which with the bonuses obtained, makes the capital of the Company $228,000.

The length of the proposed railway is 50 miles, and from the report of the engineer, your petitioner is justified in stating that the grading and preparing of the said railway for the superstructure can be accomplished for the sum of $7,000 per mile.

4. The country through which the proposed railway will run is not traversed by any railway, and offers excellent prospects for a paying railway business, which is more particularly shown in schedule marked A. By a reference to the map it will be seen that the

proposed line of railway taken in connection with the Wellington, Grey and Bruce Railways will intersect the Grand Trunk Railway at Guelph, the Great Western at Brantford and Harrisburg, the Buffalo and Huron also at Brantford, the Southern and Canada Air Line at Tilsonburg; thus connecting these great arteries of transportation with Lake Erie at Port Burwell, and Lake Huron at Southampton and Kincardine.

The necessity of railway communication between Brantford and some point on Lake Erie has long been felt, as the leading lines of railway now in course of construction in the southern part of the province, while affording accommodation for transit between the Great West and the commercial emporiums on the Atlantic sea board, will be of little practical advantage in enabling the farmer, the merchant and the manufacturer to reach the chief business marts lying to the north and eastward in the Dominion of Canada, whither the produce of the soil must seek a market, and whence must be obtained the supplies of the merchant and manufacturer.

5. Your petitioner submits that said section of country is eminently entitled to aid from the Railway Aid Fund, authorized by the Statute in that behalf.

6. Your petitioner therefore prays that Your Excellency in Council will be pleased to take into consideration the petition of your petitioner, and the enterprise in which they are engaged, and grant the aid to which it is humbly submitted they are justly entitled.

And your Petitioner, as in duty bound, will ever pray.

(Signed) GEORGE W. WILKES, *President.*
(Signed) W. J. IMLACH, *Secretary, N.R.W.*

Brantford, Oct. 24th, 1873.

(Copy.) A.

The principal Statistics connected with the proposed Railway from Brantford to Port Burwell are as follows:—

The length of road is about 50 miles, running from the Town of Brantford, on the east side of the Grand River, through parts of the Township of Brantford, North Norwich, South Norwich, Dereham and Bayham—with stations to be provided: one in Town of Brantford, three in Burford, one in North Norwich, one in South Norwich, one in Dereham, at Tilsonburg, (at which point this line will intersect the Canada Air Line and the Southern Railway) three in Bayham and one at Port Burwell, on Lake Erie; at this terminus there is an excellent harbour, owned by a private company, well regulated and attended to, with sufficient depth of water to admit at all times ordinary vessels.

1. The principal advantage of a connection with this harbour, on Lake Erie, is that from thence will be drawn the supply of coal so much needed for the large and increasing manufactories of the various towns situated on the proposed line. From what statistics are available, it may fairly be inferred that at least thousand tons would be annually landed at this point, on account of its close proximity to the vast coal-fields of Pennsylvania, and would prove one of the sources of profit to the proposed railway.

2. In the Township of Houghton are large beds of iron ore in close proximity to the proposed railway, and owned by a large and influential company, who are only awaiting the construction of this road to develop this mine of wealth, which would also prove a great source of profit to the road; but at present it would be difficult to estimate the probable result.

3. The Townships of Burford, North and South Norwich, and Dereham, are large manufacturers of cheese, which has become a staple product, and thousands of tons would be annually transported over this branch railway, as affording the shortest and most expeditious route to the leading markets of the Dominion. These Townships may justly be classed among the finest in the Dominion, and are also large growers of the finest qualities of orchard fruits, of which thousands of barrels are annually exported, and which would be more largely developed with increased facilities of transportation to the leading markets.

4. In the Townships of Middleton, Houghton, Windham, and Walsingham there still remain considerable tracts of pine and other timbers, the transportation of which would form another source of profit to this undertaking.

5. Added to the above products, in these various Townships, are the natural productions of the farm, which since the abrogation of the Reciprocity Treaty with the United States, must find a market within our own Dominion.—a large share of the transportation of which would fall to this proposed line.

6. The advantages of connecting with the various existing lines of railway, by the construction of the Brantford and Port Burwell Railway, are fully set forth in the Petition hereto attached.

STATISTICS. POPULATION, &c. OF TOWNSHIPS AND TOWNS.

Townships, &c.	Acres.	Population.	Assessed Value.
Brantford Town		8,107	$2,655,030
" Township	77,681	6,867	2,681,089
Burford do.	68,540	5,543	1,574,639
Oakland do.	11,016	1,104	307,403
N. Norwich do.	36,720	3,324	1,126,920
S. Norwich do.	36,680	3,225	648,202
Dereham do.	68,540	5,838	1,500,000
Middleton do.	46,310	3,261	600,000
Houghton do.	39,580	2,118	275,000
Bayham do.	59,805	4,829	830,091
Tilsonburg Town		2,000	300,323
Vienna do.		590	81,000
Totals	444,872	46,806	$12,579,697

(Copy.)

B.—List of Stockholders, Norfolk Railway.

Name.	Shares.	Value.	Residence.
Wilkes & Waterous	60	$3,000 00	Brantford.
William Buck	30	1,500 00	do
H. J. Sutton	70	3,500 00	do
D. Plewis	40	2,000 00	do
J. Ker	20	1,000 00	do
W. J. Imlach	20	1,000 00	do
W. Belding	20	1,000 00	do
W. Scarfe	10	500 00	do
Harris & Co.	20	1,000 00	do
George Foster	10	500 00	do
C. Jarvis	5	250 00	do
J. J. Hawkins	5	250 00	do
T. Shenston	5	250 00	do
W. S. Law	40	2,000 00	Tilsonburg.
J. Elliot	5	250 00	Brantford.
George Watt	10	500 00	do
R. G. Jackson	10	500 00	do
A. Cleghorn	20	1,000 00	do
H. W. Brethour	30	1,500 00	do
Leaming & Patterson	20	1,000 00	do
M. Hoight	10	500 00	do
W. Mathews	40	2,000 00	do
A. Watts	60	3,000 00	do
Dr. Carrol	20	1,000 00	Norwich.
T. McLean	20	1,000 00	Brantford.
Total	600	$30,000 00	

The stock will be raised to $40,000 before the works are commenced, and it is proposed to raise the sum of $5,000 by cash subscriptions. The sum of $2,000 already subscribed, as many parties along the proposed line object to take stock, but from being deeply interested in the undertaking are subscribing to defray the incidental expenses on completing surveys, &c., thus leaving the entire stock available for purposes of construction.

B.—List of Bonuses—Norfolk Railway.

Municipal Bonuses have been granted to aid in the construction of the road to the extent of $191,000 :—

Town of Brantford	$70,000 00
Township of Burford	30,000 00
Township of North Norwich	5,000 00*
Township of South Norwich	8,000 00†
Town of Tilsonburg	4,000 00
Mr. Tilson, of Tilsonburg	30,000 00
Township of Bayham	10,000 00
Township of Houghton	4,000 00
Town of Vienna	

Total already granted except South Norwich for $5,000, $191,000 00

It is further proposed to raise the following additional bonuses with every prospect of success, viz. :—

West part of Township of Brantford	$10,000 00
Part of Malahide and Bayham	10,000 00
Total	$20,000 00

Copies of the By-Laws granting bonuses are herewith attached, as also certificates signed by municipal officers of their having been duly passed, and a copy of a bond of a private bonus from Mr. Tilson, of Tilsonburg, for $4,000. The Company will not receive any of the above bonuses until the work is done in part in some of the municipalities, and in others not until the road is completed and ready for traffic.

The Brantford By-Law granting $70,000, provides for the payment of one half of the amount when the road is graded and ready for superstructure, as far as the Town of Tilsonburg, or a distance of 31 miles, the remaining half when the road is ready for traffic to the said Town.

Copy E. D. Tilson's Bond for $4,000.

Tilsonburg, September 26, 1873.

I hereby promise to pay to the Norfolk Railway Company the sum of four thousand dollars, as a private bonus, to aid the said Company in the construction of the Brantford and Port Burwell Branch of the Norfolk Railway; the sum of four thousand dollars to be paid in four equal annual instalments of one thousand each, payable respectively in one, two, three and four years, from the day the said Branch Railway shall have been constructed from the Town of Brantford to the Town of Tilsonburg, and is in condition to carry freight and passengers between these Towns; and provided also that the said portion of the said Branch Railway shall be constructed and completed by the first day of October, 1878, otherwise this agreement to be null and void.

(Signed) Edwin D. Tilson.

* Final vote not yet taken, but no doubt of passing.
† Certificate will be furnished.

(Copy).

MEMO.—Certified copy of by-law of the municipal corporation of the Town of Brantford, granting a bonus of $70,000, to aid in the construction of the Norfolk Railway.

MEMO.—Certified copy of by-law of the Municipal Corporation of the Township of Burford, granting a bonus of $30,000 to aid in the construction of the Norfolk Railway.

MEMO.—Certified copy of by-law of the Municipal Corporation of the Township of North Norwich, granting a bonus of $30,000 to aid in the construction of the Norfolk Railway.

MEMO.—Copy of by-law of the Municipal Corporation of the Town of Tilsonburg, granting a bonus of $8,000 to aid in the construction of the Norfolk Railway.

MEMO.—Certified copy of by-law of the Municipal Corporation of the Village of Vienna, granting a bonus of $4,000, to aid in the construction of the Norfolk Railway.

MEMO.—Copy of By-law of the Municipal Corporation of the Township of Bayham, granting a bonus of $30,000, to aid in the construction of the Norfolk Railway.

MEMO.—Copy of by-law of the Municipal Corporation of the Township of Houghton, granting a bonus of $10,000 to aid in the construction of the Norfolk Railway.

C.—Letter from Chief Engineer with estimated cost per mile of the Brantford and Port Burwell Railway, and map of the Counties and Townships through which the proposed Railway will run, also showing other Railways in operation, and their connections with the Brantford and Port Burwell Railway.

(Copy.)

BRANTFORD, Nov. 3rd, 1873

GENTLEMEN,—According to instruction I have completed the survey and levels of the Brantford and Port Burwell branch of the Norfolk Railway, and herewith send you the estimated cost of construction per mile. I am also prepared to furnish you with plans and profiles and specifications of the work, &c., when required. I find the country through which I have run, to be very favourable for the construction of a railway.

Yours very respectfully,
(Signed), C. A. GATCHEN.

To the Directors of the Norfolk Railway.

(Copy.)

BRANTFORD, Nov. 3rd, 1873.

ESTIMATE of cost per mile of the Brantford and Port Burwell branch of the Norfolk Railway, from the Town of Brantford to the Village of Port Burwell on Lake Erie :—

10,000 cubic yards of excavation @ 25cts	$2,500 00
3 acres of grubbing and clearing @ $25	75 00
2,640 cross ties @ 40 cts.	1,056 00
Bridges	1,000 00
Small bridges, road crossings, cattle guards, &c	480 00
Land purchase, 8 acres @ $50	400 00
Fencing 640 rods, gates, &c	973 00
Ballast	375 00

Rails weighing 50 lbs per yard, and joints, fastenings complete	$5,425 00
Track laying	300 00
Sidings, switches, &c	850 00
Stations, buildings, lands, &c	664 00
Engineerings, salaries and office expenses	400 00
Total cost per mile	$14,500 00

Total length of line, fifty (50) miles.
Total cost of entire road.....$725,000 00

(Signed) C. A. GATCHEN,
Chief Engineer.

MEMO.—Map showing Counties and Townships through which it is proposed to run the Norfolk Railway.

(Copy)

D.—WAYS AND MEANS.

Total township and other bonuses per schedule B.	$191 000
Stock per schedule B	40 000
Amount of Government aid asked, $2,000 per mile for 50 miles	100 000
Bonds of the Company @ $9,000 per mile	450 000
	$781 000
Cost of construction, per Engineer's Report, per schedule C...	$725 000
Balance over to cover discount on bonds and debentures. ...	56 000

Part of the proposed Ways and Means for the construction of this Railway, is by entering into an agreement with some one of the existing main lines. That after the grading, bridging, fencing, and laying down of ties is completed by this Company, that the superstructure of iron be placed upon it by one of the said Companies, and to be hereafter worked in connection therewith, thus materially lessening the bonded debt upon the Railway.

The ordinary estimated contribution per individual within 15 miles of a railway, is $7 per head; in this estimate we only take the population of those townships immediately interested, while others in the vicinity of the road would also largely contribute.

And not to over estimate the probable result of the undertaking, the calculation is only made on a population of 43,000, and at the low estimate of $4 per head on only 30,000.

Estimated contribution on 30,000 population at $4	$120,000 00
Postal subsidy $50	2,500 00
	$122,500 00
Less working expenses at 60 per cent	73,500 00
	$849,000 00
Interest on bonds for 50 miles at $9,000 total $450,000 @ 7 per cent	$31,500 00
Interest on $40,000 stock at 8 per cent, $32,00.00	34,700 00
Surplus	$14,300 00

(Copy.)

NORFOLK RAILWAY,
PRESIDENT'S OFFICE,
BRANTFORD, Nov. 27th, 1873.

The Honourable T. B. PARDEE,
Provincial Secretary, Toronto.

SIR,—I have the honour to enclose a certificate of the passing of bonus by-law in the Township of Bayham, also statistics of Port Burwell harbor, furnished us by residents of that place, which please consider as part of Schedule A., as furnished by this Company in their application for Government aid for the construction of the Brantford and Port Burwell Railway.

I am, sir, your obedient servant,
(Signed), W. J. IMLACH,
Secretary Norfolk Railway.

(Copy.)

The undersigned municipal officers of the Township of Bayham do hereby certify that a by-law, granting a bonus of $30,000 to assist in the construction of the Brantford and Port Burwell Railway, has been passed by the ratepayers.

(Signed) ALEX. MCBRIDE, *Reeve.*
(Signed) WM. LANE, *Mun. Clerk.*

Straffordville, Nov. 3rd., 1873.

(Copy.)

PORT BURWELL, Nov. 21st. 1873.

W. J. IMLACH, Esq.,
Secretary, Norfolk Railway Company.
Brantford.

DEAR SIR,—Below we answer your questions as nearly as possible.

We are, etc.,
HENRY EMERY.

1st. Harbour owned by private company, upwards of $100,000 expended in bringing it to its present state. Depth of water generally ten feet (10 ft.)

2nd. Quantity of coal that would likely be imported at this point would be, for the first few years, something like 25,000 tons, but owing to wood becoming scarce, it would increase largely. Port Stanley now imports 50,000 tons.

3rd. Amount of grain and lumber shipped.—Grain, say on an average 40,000 bushels, but as we have only a market for about 3 months in the fall of the year, we think the amount bought at this point would largely increase if we had railway facilities, as large quantities from this vicinity find its way to the railway. Lumber.—There has been a large trade down here in lumber, but now, as the demand for that article has increased so much in this country, it finds its way to the railroad; consequently, if we had railway facilities, there would be a large trade done, as we have a great deal of hardwood in this vicinity suitable for lumber, as well as some pine.

4th. Iron ore.—The present company have now leased for mining purposes in the Townships of Bayham, Houghton and Walsingham, about 16,000 acres, average distance from Port Burwell say ten miles, some of the lands being within four. The present company assure us that they will work the mines, especially if they have railway facilities.

5th. In Bayham there are eleven cheese factories, several in Houghton and Malahide, (all doing a fair business), that would make this a shipping point.

There is now a steamer running from Cleveland to Port Stanley, which would make this the terminus, if the railway was built, thereby increasing the traffic of the railway considerably.

Population of Port Burwell at the taking of the last census, 1,150, now about 1,250.

(Copy.)

NORFOLK RAILWAY, PRESIDENT'S OFFICE,
BRANTFORD, Dec. 10th, 1873.

The Hon. T. B. PARDEE,
Provincial Secretary.

SIR,—I have the honour to transmit further matter in connection with the Brantford and Port Burwell Railway, and to request that the same may be attached to the documents already forwarded for the consideration of His Honour the Governor, and Council.

And I am, Sir,
Your obedient servant,
(Signed) W. J. IMLACH,
Secretary, Norfolk R. W.

(Copy.)

The Norfolk Railway Company would beg leave respectfully to submit the following, in addition to the particulars as set forth in their application, asking for Government aid for the construction of the Brantford and Port Burwell Railway :—

1. That whereas, by an amendment of the Norfolk Railway Act, passed in the last session of the Ontario Legislature, powers were granted to the said railway company to extend their line from the Town of Brantford to some point on the Credit Valley Railway, or any other of the existing lines east of the said town.

2. That the said Norfolk Railway Company had it always in contemplation to make such extension when suitable arrangements could be entered into with some one of the said lines, so as to furnish a direct communication between Lake Erie and the City of Toronto, as being the great commercial centre of the Province of Ontario ; and whereas, the Credit Valley Railway, now in the course of construction, will be the means through which such connection can be effected, as by recent propositions made by the Norfolk Railway Company to the Credit Valley Railway Company, an agreement will be entered into whereby the said lines will be run in connection.

3. The Norfolk Railway Company would therefore beg leave to be allowed so to amend their application for Government aid, so as to embrace their whole scheme on the following sub-divisions or sections, viz. : From the point of intersection with the Credit Valley Railway to the Town of Brantford, being a distance of eighteen miles ; second section, from the Town of Brantford to the Town of Tilsonburg, thirty-one miles ; and third section, from Tilsonburg to the harbour of Port Burwell on Lake Erie, eighteen miles, making the whole length of the line sixty-seven miles.

4. That the Norfolk Railway, for the purpose of carrying out the proposed agreement, are causing a survey to be made from the said Town of Brantford to the junction of the Credit Valley Railway, for the purpose of the location of the said proposed extension ; which, from a preliminary report of the company's engineer, may be fairly estimated and laid down at the same cost or rate per mile for construction as the line already surveyed and located from the Town of Brantford to Port Burwell, the particulars of which have been furnished to the Government.

5. From the great interest taken in this proposed connection with the Credit Valley Railway, the company feel confident that additional bonuses can be procured from the Town of Brantford, Township of Brantford and Beverley, to make up sufficient to be equal to the same rate per mile of bonuses as already granted by the various municipalities, from the Town of Brantford to Port Burwell.

6. The Norfolk Railway Company would therefore respectfully submit that, by their dividing their line into the proposed sections, and asking for such aid per mile as the Government may see fit to grant to each section, they would be enabled to complete their whole undertaking, thus forming connecting links with many of the existing links with many of the existing railways in the southern portion of the Province of Ontario.

(Copy.)

TORONTO, January 14th, 1874.

Hon. C. FRASER,
Provincial Secretary, &c.

Sir,—The Norfolk Railway Company have, from time to time during the past few months, by the Secretary W. J. Imlach, Esq., furnished the Government with the information usually required by the Government at the hands of Companies applying for a bonus or aid under the Act. Since furnishing the last instalment of information the Company has not been favoured with a statement from Government as to whether anything further is required to be done on the part of the company, or whether the information already furnis ed supplies all the facts, statements, etc , usually required under like circumstances. If any further information is required, the company will make haste to furnish it, as it is of the utmost importance that they should learn the intentions of the Government during the present session.

I am, Sir,
Your obedient servant,
(Signed) ARTHUR S. HARDY.

RETURN

Of Correspondence and Papers relating to the "Port Dover and Lake Huron Railway," subsequent to that printed in Sessional Papers of 1873.

By Command

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 28th February, 1874.

Shedule of Papers and Correspondence relating to the "Port Dover and Huron Railway."

1873.

March 20.—Letter Assistant Provincial Secretary Eckart, to S. P. Mabee, Inspec of Projected Railways.
" 29.—Report of S. P. Mabee, Inspector of Projected Railways.
" 29.—Letter from Assistant Provincial Secretary Eckart, to Secretary of Company, enclosing
" 24.—Copy of Order in Council.
June 20.—Letter from Secretary of Company, to Provincial Secretary.
July 24.—Letter from Assistant Provincial Secretary Eckart, to Secretary of Company.
" 26.—Letter from Secretary of Company, to Provincial Secretary.
" 31.—Letter from Assistant Provincial Secretary Eckart, to Secretary of Company.
August 1.—Letter from Secretary of Company, to Provincial Secretary.
Oct. 27.—Letter from Secretary of Company, to Provincial Secretary.
" 27.—Letter from Secretary of Company, to Attorney-General.
Nov. 7.—Letter from J. G. Scott, to Secretary of Company.
" 21.—Letter from Secretary of Company, to Provincial Secretary.
" 24.—Letter from Assistant Provincial Secretary Eckart, to Secretary of Company.
" 27.—Communication from Directors of Company, to His Excellency the Lieutenant-Governor, enclosing certified copies of contracts—(mem., only included in return.)
Copy Engineer's Estimate.—Woodstock to Port Dover.
Approximate Estimate of Cost of Construction.—Woodstock to Stratford.
Approximate Estimate of Quantities.—Woodstock to Port Dover.
" 28.—Letter from Secretary of Company, to Provincial Secretary.
Dec. 16.—Letter from Assistant Provincial Secretary Eckart, to Secretary of Company, enclosing
" 13.—Copy of Order in Council.
" 17.—Letter from Secretary of Company, to Provincial Secretary.
" 30.—Copy of Order in Council
" 31.—Letter from Assistant Provincial Secretary Eckart, to George Perry, Esquire, Sheriff, County of Oxford.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 20th March, 1873.

SIR,—I am directed to instruct you to examine the proposed route of the "Port Dover and Lake Huron Railway," and to report with as little delay as possible on the following points:—

1. Whether the line of railway is located through a section of the country remote from existing thoroughfares; how the settlements therein have progressed; and, if thinly settled, the cause thereof.

2. If the line, as located, leads to or in the direction of the Free Grant Settlements, or will have any connection with any inland and navigable waters; and if so, the nature thereof.

You will be good enough to put yourself in communication with R. W. Sawtell, Secretary of the line for such information as may be necessary to enable you to discharge your duty. I have also to request you to report, at as early a date as possible, the result of your inspection.

I have the honour to be, Sir,
Your obedient Servant,
(Signed) I. R. ECKART,
Assistant-Secretary.

S. P. Mabee, Esquire,
Inspector of Projected Railways,
Woodstock.

(Copy.)

To Honourable Commissioner of Public Works for the Province of Ontario.

SIR,—Pursuant to instruction from I. R. Eckart, Esquire, Assistant-Secretary, dated the 20th instant, I proceeded to examine the proposed route of the Port Dover and Lake Huron Railway.

The said proposed road is to run from Port Dover, on Lake Erie, in the County of Norfolk, to the Town of Stratford, in the County of Perth.

The computed distance between these two points, as surveyed, is about sixty miles, and will pass through the following municipalities and distances:

Woodhouse	$6\frac{3}{4}$ miles.
Windham	$12\frac{1}{2}$ "
South and North Norwich	$12\frac{1}{5}$ "
Oxford Township	8 "
Town of Woodstock	$1\frac{1}{2}$ "
East Zorra	$12\frac{1}{2}$ "
South Zorra	7 "

From Port Dover to Stratford the course is nearly north-west, and the line is located remote from any existing thoroughfares as a competing line either to the east or west of said line.

The Buffalo and Lake Huron (now Grand Trunk) which runs much the same course is located so far to the east as not to interfere with the traffic that will go to the Port Dover and Lake Huron, when built: and, at the west, the only road running in the same direction from Lake Erie back, is the London and Port Stanley road, which is also too far to the west to ever be considered a competing line.

So that the Port Dover and Lake Huron road may be considered remote from existing railroad thoroughfares.

The country through which the road will pass and be directly benefited is that of a farming community; although it will pass through some very good lumbering country through t

Townships of Windham and South Norwich, which will no doubt furnish considerable traffic for this road when built.

The said Port Dover and Lake Huron road will not point or lead in the direction of any of the Free Grant Settlements.

The Company intend to extend their line to Colepoys Bay, on Georgian Bay, which is said to be an excellent harbour, and a good farming country exists between Stratford and Colepoys Bay, yet only partially developed.

The said road will cross the Air Line near the Town of Simcoe, in the County of Norfolk, about six and one half miles from Port Dover; it will also cross the Southern, in the Township of South Norwich, nine and one-half miles from where it crosses the Air Line; it also crosses the Great Western at Woodstock, and connects with the main line of the Grand Trunk at the Town of Stratford; and will afford feeders for all four of these lines, which roads will also assist in affording traffic for the Port Dover and Lake Huron road.

The following municipalities have already granted bonuses as follows:—

Village of Simcoe	$10,000
Town of Woodstock	50,000
" Stratford	30,000

Bonuses are expected to be carried in the following municipalities:—

Township Woodstock.
" Windham.
" South Norwich.
" North Norwich.
" East Oxford.
" East Zorra.
" South-East Hope.
" North-East "
" Downie.

The Port Dover and Lake Huron Company propose to take the same survey made by the old "Woodstock and Lake Erie" Company, which line was partially graded, and right of way secured from Port Dover to Woodstock, many years ago.

All of which is respectfully submitted.

I have the honour to be,
Your obedient servant,
(Signed) S. P. Mabee,
Inspector of Projected Railways.

Toronto, March 29th, 1873.

(Copy.)

Provincial Secretary's Office,
Toronto, 29th March, 1873.

Sir,—I have the honour to transmit herewith a copy of an Order in Council, approved of by His Excellency the Lieutenant-Governor, the 24th day of March, A.D. 1873, having reference to the application of the "Port Dover and Lake Huron Railway Company" for aid under the "Acts in aid of Railways."

I have the honour to be,
Sir,
Your obedient servant,
(Signed) I. R. Eckart,
Assistant-Secretary.

R. W. Sawtell, Esquire,
Secretary, Port Dover and Lake Huron Railway Company
Woodstock.

Copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, this twenty-fourth day of March, A.D. 1873.

The Committee of Council have had under consideration the application of the Port Dover and Lake Huron Railway Company for aid, under the Acts in Aid of Railways, and they advise that subject to the ratification of this Order in Council, by resolution of the Legislative Assembly (without which this Order is inoperative), payment be authorized to be made to the said company out of the Railway Fund of a sum equal to $2,000 per mile of that portion of their railway between Port Dover and Woodstock, and that payment be made in respect to any portion of the company's railway between Port Dover and Woodstock, not less than twenty miles in length, on the fulfilment of the conditions of the Railway Act as to such portion, and this grant of aid shall be subject to the condition that proof shall be furnished on or before the first day of December next, to the satisfaction of the Lieutenant-Governor in Council, of the existence of a *bona fide* and sufficient contract for the completion of the works, exclusive of track laying, between Port Dover and Woodstock aforesaid. The Committee further advise that, subject to the ratification aforesaid, payment be also authorized to be made to the said company out of the Railway Fund of a sum equal to $2,000 per mile of that portion of their railway between Woodstock and Stratford, and that payment be made in respect of any portion of the said railway between said points not less than twenty miles in length, in the fulfilment of the conditions of the Act as to said portion. And the Committee further advise that this grant of aid be subject to the condition that the company do, on or before the first day of December next, make proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works (exclusive of track laying) on the said portion of railway between Woodstock and Stratford.

(Certified) J. G. Scott,
Clerk Executive Council, Ontario

(Copy.)

Port Dover and Lake Huron Railway Company's Offices.
Woodstock, June 20th, 1873.

Sir,—I am instructed by the directors of the "Port Dover and Lake Huron Railway Company" to ask your attention to the charter of the said company, in reference to the appointment by the Lieutenant-Governor of a Trustee, having jurisdiction in the matter of bonuses granted, or to be granted, to aid in the construction of the said railway. Respectfully requesting that such appointment be made, and the name of the appointee be sent to President of the Railway Company at Woodstock,

I have the honour to be,
Your obedient servant,
(Signed) R. W. Sawtell,
Secretary.

To the Honourable Provincial Secretary.

(Copy.)

Provincial Secretary's Office,
Toronto, 24th July, 1873.

Sir,—With reference to your communication of 20th June last, asking that His Excellency the Lieutenant Governor be pleased to appoint a trustee, to hold the debentures or bonds of any municipalities that may grant bonuses in aid of the "Port Dover and Lake Huron Railway Company." I am directed to desire you to state, for the information of His Excel-

lency, the names of the trustees appointed by the Company, and the heads of the municipalities granting such bonuses.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Assistant-Secretary.

R. W. Sawtell, Esquire,
Secretary, Port Dover and Lake Huron Railway Company,
Woodstock.

(Copy.)

OFFICE OF THE PORT DOVER AND LAKE HURON RAILROAD COMPANY,
WOODSTOCK, July 26, 1873.

SIR,—In reply to your communication of the 24th instant, I have the honour to furnish the following information in reference thereto :

Trustees appointed by the Company.	Municipalities.	Heads of ditto.
A. Monteith, Stratford P.O.....	Stratford and County of Perth.....	T. Stoney, Mayor.
James White, Esq., Woodstock..	Woodstock and East Oxford. East and West Zorra.....	Ashton Fletcher.
Eph. Cook, Esq., Norwich.....	North Norwich, South Norwich.....	E. Burgess, Reeve, Norwich P. O.
Henry Hall, Simcoe.....	Woodhouse and Simcoe, Windham... ..	O. F. Ainsley, Dr. Wilson.

The only municipalities yet voted bonuses are Woodstock, Stratford, North Norwich, Woodhouse, and Simcoe. The Company have appointed all the Trustees for whole route.

I have the honour to be,
Your obedient servant,
(Signed) R. W. SAWTELL,
Secretary.

To the Honourable Provincial Secretary.
Received and acknowledged, 28th July, 1873.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 31st July, 1873.

SIR,—Referring to your letter of the 26th instant, I have the honour to call your attention to the misapprehension which seems to exist as to the meaning of 35 Vic., cap. 53, sec. 19. This section only contemplates the appointment of one set of trustees, one of such trustees to be appointed by the Company, one by the heads of the municipalities voting bonuses, and one by the Lieutenant-Governor, which trustees are to hold all the bonuses voted by the different municipalities.

It would appear, however, that the "Port Dover and Lake Huron Railway Company" have appointed four trustees, while the heads of the municipalities do not seem to have appointed any.

I have at the same time to state that it is not customary for the Lieutenant-Governor to appoint a trustee until after notification has been made of the appointment of one by the Company and the municipalities respectively.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Assistant Secretary.

R. W. Sawtell, Esq., Secretary,
Port Dover and Lake Huron Railway Company,
Woodstock.

(Copy.)

Office of the Port Dover and Lake Huron Railroad Company,
Woodstock, August 1st 1873.

Sir,—Your communication dated 31st July and referring to the misapprehension of the directors of this Company, in the appointment of more than one trustee by the Board, is received, and I shall have much pleasure in laying it before the Board early next week. I may be permitted to remark that the directors had doubts about the matter of naming more than one, and have made the appointments conditionally on the correct interpretation of that clause.

Thanking you for the valuable information contained in your letter.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) R. W. Sawtell,
Secretary.

To the Honourable the Provincial Secretary.

(Copy.)

Port Dover and Lake Huron Railway Company,
Secretary's Office, Woodstock, Oct. 27, 1873.

Sir,—I have the honour to inform you that at a meeting of the heads of the municipalities granting aid for the construction of the "Port Dover and Lake Huron Railway," held in accordance with the Charter of the said Company, in the Company's rooms, Woodstock, on the 15th instant, Andrew Monteith, Esquire, of Stratford, was appointed trustee in behalf of said municipalities, and on the said day the board of directors of said Company did appoint Thomas H. Parker Esquire, of Woodstock, a trustee to act in behalf of said Company.

I am instructed to request you to bring the question before the Lieutenant-Governor, with the view to the appointment of a third party as trustee on behalf of the Government.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) R. W. Sawtell,
Secretary.

To the Provincial Secretary.

Port Dover and Lake Huron Railway Company,
Secretary's Office, Woodstock, Oct. 27th, 1873.

Dear Sir,—There is difference of opinion among our legal and other gentlemen as to the meaning of our Order in Council for Government subsidy. Some affirm that the Company must show contract for iron as well as structure; others say that the rails are not included. I am instructed by the Board to ask you if it is necessary for them to show contracts before the 1st day of December for iron as well, before they will be entitled to the subsidy.

Please oblige by answering the above question.

I have the honour to be,
Your obedient servant,
(Signed) R. W. Sawtell,
Secretary.

Honourable O. Mowat.

(Copy.)

ATTORNEY-GENERAL'S DEPARTMENT, ONTARIO,
TORONTO, 7th November, 1873.

DEAR SIR,—In reply to your letter of 27th ultimo, addressed to the Attorney-General, asking whether under the Order of 24th March last, granting a bonus to your company, they are required to prove the existence of a contract for rails, I have the honour to state that proof of such a contract is not required by the terms of the order.

Your obedient servant,

J. G. SCOTT.

R. W. Sawtell, Esq., Secretary of
"Port Dover and Lake Huron Railway Company."

(Copy.)

PORT DOVER AND LAKE HURON RAILWAY COMPANY,
WOODSTOCK, November 21st, 1873.

DEAR SIR,—I am requested by the President of the "Port Dover and Lake Huron Railway Company," to enquire what is the nature of evidence required by the Government in reference to contracts to claim the subsidy. That is, must duplicate copies of contract or contracts be furnished to the Department, or properly certified affidavits of the existence of such contracts.

An answer will greatly oblige the Board in regard to this matter.

I have the honour to be, Sir,
Your obedient servant,
(Signed) R. W. SAWTELL,
Secretary.

To the Honourable
Provincial Secretary.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 24th November, 1873.

SIR,—Referring to your communication of 21st instant, I am directed to state that either the original contracts or copies thereof, accompanied with evidence of their sufficiency, and of that of the contractors or their sureties, must be submitted for the consideration of the Government.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Assistant-Secretary.

R. W. Sawtell, Esq., Secretary,
"Port Dover and Lake Huron Railway Company."
Woodstock.

(Copy.)

To His Excellency the Lieutenant-Governor in Council.

In accordance with the requirements of the Order in Council, sanctioned on the 24th day March, A. D. 1873, having reference to the application of the "Port Dover and Lake Huron Railway Company," for aid under the "Acts in Aid of Railways:"

We, the Directors of the said Port Dover and Lake Huron Railway Company, herewith respectfully submit certified copies of *bona fide* contracts entered into between the said company and the contractors therein named, for the completion of the structure of the said Railway and supplying ties for the same; also, for fencing complete, from Port Dover to Stratford;

also, a copy of our engineer's estimate in detail of that portion of the said Railway from Port Dover to Woodstock, together with an approximate estimate of the aggregate cost of the extension, thence North to Stratford.

We also have the honour to present the following statement of the present financial position of the company:—

ASSETS.

By subscribed stock, 1st call of 10 per cent. paid			$105,000
" Municipal bonuses voted and ratified.			
" Town of Simcoe	$10,000		
" Township of Woodhouse	15,000		
" " South Norwich	10,000		
" " North do.	20,000		
" " East Oxford and Woodstock	25,000		
" " Woodstock South	25,000		
" " " North	25,000		
" " Stratford	30,000		
			$160,000
By estimated value of work done on old Woodstock and Lake Erie Railroad, "road bed."			102,000
" Goverment subsidy 62 miles (say)			124,000
			$491,000
" An equal amount in Bonds on the road (say)			491,000
Total capital			$982,000

LIABILITIES.

To Engineer's estimate, Port Dover to Woodstock, as per annexed statement	$488,450	
" Approximate estimate of extension North	330,000	
		$818,450
Surplus assets		$163,550

We have the honour further to state, that a vote of the ratepayers of the County of Perth is to be taken on Monday next, 1st of December, on a by-law granting the sum of $120,000, $80,000 of which is to be given in aid of the Northern extension to Colpoy's bay, and the sum of $40,000 to aid in the construction of the Port Dover and Lake Huron Railway, South of Stratford. It is also confidently expected that we shall secure a bonus of about $24,000 from the Township of East Zorra, which, if said bonuses are ratified, will add $64,000 to the assets of the company, and, if found necessary, enable us to issue the balance of the bonds up to $9,000 per mile, as allowed by charter—thus making a total capital, or assets of $1,113,000, which, after paying the sums as estimated—viz.: $818,450 would leave a surplus of $294,550 for depreciation of bonds and debentures, or the payment of any unforeseen contingencies.

The following is a list of papers now submitted, viz:—

No. 1, original contract and bond.	Company and	John Irwin, *et al.*
" 2, " " " "		Alex. J. Brown.
" 3, " " " "		J. E. Bullock.
" 4, " " " "		John Irwin.
" 5, " " " "		Alex. J. Brown.
" 6. " " " "		J. E. Bullock.

" 7, certified copy of engineer's estimates.

All of which is respectfully submitted.

Signed in behalf of the Company,

(Signed) H. PARKER, *Vice-President.* L.S.

R. W. SAWTELL, *Secretary.*

Dated at Woodstock, November 27, 1873.

Memorandum.

Contract between Alexander J. Brown, and "Port Dover and Lake Huron Railway Company," for the construction (bridging and wood structure) of that portion of the said railway lying between Port Dover and Woodstock.

Dated 21st November, 1873.

Contract between James E. Bullock, and "Port Dover and Lake Huron Railway Company," for the construction (fencing and ties) of that portion of the said Railway lying between Port Dover and Woodstock.

Dated 22nd November, 1873.

Contract between John Irwin, and the "Port Dover and Lake Huron Railway Company, for the construction (grading) of that portion of the said Railway lying between Stratford and Woodstock.

Dated 22nd November, 1873.

Contract between Alexander J. Brown, and the "Port Dover and Lake Huron Railway Company," for the construction (bridging and wood structure) of that portion of the said Railway, lying between Woodstock and Stratford.

Dated 21st November, 1873.

Contract between James E. Bullock, and the "Port Dover and Lake Huron Railway Company," for the construction (fencing and ties) of that portion of the said Railway lying between Woodstock and Stratford.

Dated 22nd November, 1873.

Contract and Bond between John Irwin *et al.*, and the "Port Dover and Lake Huron Railway Company," for the construction (grading) of that portion of the said Railway between Port Dover and Woodstock.

Dated 22nd November, 1873.

(Copy)

Approximate Estimate of Cost of Construction of "Port Dover and Lake Huron Railroad," from Woodstock to Port Dover.

Items.	$	ts.
Clearing and grubbing	600	0
Graduation	34,403	60
Timber in trestle	11,029	12
Timber in culverts and cattle guards	4.120	00
Oak plank in box drains	1 510	00
Piling	4,491	00
Wrought iron in structures	450	00
Cast iron in structures	52	00
Board fence	22,297	60
Rail fence	9,433	60
Hardwood ties	11,000	00
Soft ties	28,170	00
Railway iron	206,010	00
Fish plates	8,160	00
Fish plate bolts, &c.	2,100	00
Spikes	9,000	00
Ballasting	19,968	00
Station-houses	12,500	00
Water tanks	4,000	00

Turn tables	3,500 00
Right of way	15,255 00
Locomotives	33,000 00
Passenger and Freight cars	31,000 00
Engineer expenses	6,000 00
Track laying	10,400 00
Total cost.	$488,449 32

I hereby certify that this is a correct copy of the cost of construction of the "Port Dover and Lake Huron Railroad," from Woodstock to Port Dover, as made by the Chief Engineer.

(Signed) B. B. Van Dusen,
Assistant-Engineer.

Approximate Estimate of Cost of Construction of "Port Dover and Lake Huron Railroad," from Woodstock to Stratford.

Items.	$ cts.
Clearing and grubbing	2,800 00
Graduation	54,455 00
Timber in trestles	19,604 00
Timber in culverts	7,080 00
Fencing	15,925 00
Ties	17,500 00
Oak plank in box drains	7,000 00
Piling	3,300 00
Wrought Iron in structures	200 00
Cast Iron in structures	25 00
Railway Iron	104,000 00
Fish plates	4,200 00
Fish plate bolts	1,100 00
Spikes	5,000 00
Ballasting	10,000 00
Station houses	5,000 00
Water tanks	1,800 00
Right of way	12,460 00
Track laying	4 900 00
Engineering expenses	5,200 00
Additional Rolling Stock	48,751 00
Total cost.	$330 000 00

I hereby certify that the above is a correct copy of Estimate as made by Chief Engineer.

(Signed) B. B. Van Dusen,
Assistant-Engineer.

"Port Dover and Lake Huron Railway." Approximate estimate of quantities on that portion between Woodstock and Port Dover.

Sec. No. 1, extending through the Township of East Oxford, earth excavation	47,800 cubic yards.
Sec. No. 2, extending through the Township of North Norwich, earth excavation	41,500 cubic yards.
Sec. No. 3, extending from the line between North and South Norwich to the south side of Big Creek, earth excavation	26,200 cubic yards.
Sec. No. 5, extending from Canada Air Line Railway to a point about one half mile south of Austin's Mill, earth excavation	46,000 cubic yards.

Sec. No. 6, extending from the above point to Lake Erie, earth excavation	21,900	cubic yards.
Timber in trestles	431,565	ft board measure.
Timber in culverts and cattle guards	215,600	ft. board measure.
Oak plank in box drains	20,000	ft. board measure.
Piling	17,900	lineal feet.
Wrought Iron in structures	7,500	lbs.
Cast Iron in structures	1,300	lbs.
Board Fence	17,152	rods.
Rail Fence	8,576	rods.
Hardwood Ties	25,000	
Soft Ties	93,900	
Sec. No. 4, earth excavation	10,000	cubic yards.

I hereby certify that the above is a correct copy of the estimate of quantities made by the Chief Engineer.

(Signed) B. B. Van Dusen,
Asst. Engineer.

(Copy.)

Toronto, Nov. 28th, 1873.

Sir,—In reference to the papers left in your department to-day by the Assistant Engineer and myself, I beg to call your attention to the fact that only one of three contractors has been required to give sureties. The nature of the contract, and the directors' personal knowledge of the others, led them to decide that it was unnecessary to do so. The parties are accustomed to the work, and are thoroughly reliable. Should the Government require such securities to be produced, you will oblige by telegraphing such instruction to our office at Woodstock, and I have no doubt bonds will be procured without delay.

I have the honour to be,
Your obedient servant,
(Signed) R. W. Sawtell,
Secretary.

To the Honourable Provincial Secretary.

(Copy.)

Provincial Secretary's Office,
Toronto, 16th Dec., 1873.

Sir,—I have the honour to transmit herewith a copy of an Order in Council, approved of by His Excellency the Lieutenant Governor, approving of the contract for the completion of the works (exclusive of track laying) on the Port Dover and Lake Huron Railway, between Port Dover and Woodstock, and between Woodstock and Stratford.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) I. R. Eckart,
Assistant-Secretary.

R. W. Sawtell, Esquire,
Secretary Port Dover and Lake Huron Railway Company,
Woodstock.

(Copy.)

Copy of an Order in Council, approved by his Excellency the Lieutenant-Governor, the 13th day of December, A. D. 1873.

Upon consideration of a memorandum of the Honourable the Attorney General, dated the 29th November, 1873, the Committee of Council advise that it be declared that proof has been furnished to the satisfaction of your Excellency in Council of the existence of a *bona fide* and sufficient contract for the completion of the works (exclusive of track laying) on the Port Dover and Lake Huron Railway, between Port Dover and Woodstock, and between

Woodstock and Stratford, in accordance with the requirements of the Order in Council of 24th March last, granting aid to the said Railway Company.

Certified.

(Signed) J. G. Scott,
Clerk Executive Council, Ontario.

13th December 1873.

(Copy.)

The Port Dover and Lake Huron Railway Company.

Secretary's Office,
Woodstock, December 17th, 1873.

To the Honourable Provincial Secretary.

Sir, I am instructed by the directors of the "Port Dover and Lake Huron Railway Company" to inform the Lieutenant-Governor in Council, that in accordance with the provisions of the charter of the said company, they, the directors, have appointed one trustee, and the heads of municipalities along the line of railway also appointed one; notice of said appointments having been forwarded to the Government on the 27th of October last, with the request that the Lieutenant Governor would be pleased to name a third trustee. Not having been favoured with any name as the choice of the Lieutenant-Governor, the directors would respectfully suggest the name of Dr. E. Cook, of North Norwich, agent of the Royal Canadian Bank there, as one eminently qualified, and likely to obey the instructions of the Government in that position.

I have the honour to be, Sir,
Your obedient servant,
(Signed) R. W. Sawtell,
Secretary.

(Copy.)

Copy of a minute of Council, approved by His Excellency the Lieutenant-Governor, the 30th day of December, A.D., 1873.

Upon a memorandum of the Honourable the Attorney-General, the Committee of Council advise that George Perry, Esquire, Sheriff of the County of Oxford, be named and appointed by your Excellency as the third trustee, to receive the bonuses voted in favour of the "Port Dover and Lake Huron Railway Company."

Certified,

(Signed) J. G. Scott,
C. E. C.

30th December, 1873.

(Copy.)

Provincial Secretary's Office,
Toronto, December 31st, 1873.

Sir.—I am commanded by His Excellency the Lieutenant-Governor to inform you that he has been pleased to appoint you third trustee under 35 Vic. cap. 53, sec. 19, Statutes of Ontario, to receive the bonuses voted by municipalities in favour of the Port Dover and Lake Huron Railway Company.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) I. R. Eckart,
Asst.-Secretary

George Perry, Esquire,
Sheriff, County of Oxford, Woodstock.

RETURN

Of Correspondence and papers relating to the "Hamilton and Lake Erie Railway," subsequent to that printed in Sessional Papers of 1871-72.

By Command,

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 4th March, 1874.

Schedule of Correspondence and papers relating to the "Hamilton and Lake Erie Railway."

1872.

Dec. 6.—Letter from Acting Assistant-Secretary Eckart to President of Company enclosing—

Nov. 30.—Order in Council.

Dec. 10.—Letter from Messrs. Burton, Bruce and Walker to Provincial Secretary.

" 10.—Letter from President of Company to the Hon. Adam Crooks.

" 12.—Letter from Acting Assistant-Secretary Eckart to Messrs. Burton, Bruce and Walker, Hamilton.

" 18.—Letter from Messrs. Burton, Bruce and Walker to Provincial Secretary.

" 20.—Letter from Acting Assistant-Secretary Eckart to Messrs. Burton, Bruce and Walker, Hamilton.

Memorial of Company.

Provincial Secretary's Office,
Toronto, 6th December, 1872.

Sir,—I am directed to transmit herewith a copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, the 30th day of November, 1872, declaring that proof has been furnished of a *bona fide* and sufficient contract for the completion of the works on the Hamilton and Lake Erie Railway, between Hamilton and Jarvis, in accordance with the requirements of the Order in Council, dated 28th February last, in reference to that portion of the road of the said company.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) L. R. Eckart,
Acting Assist.-Secretary.

James Turner, Esq., President, Hamilton and Lake Erie Railway Company, Hamilton.

(Copy.)

Copy of an Order in Council approved by his Excellency the Lieutenant-Governor, the thirtieth day of November, A. D. 1872.

Upon consideration of the report of the Attorney-General, dated the 30th November, the Committee advise that it be declared that proof has been furnished to the satisfaction of your Excellency in Council, of a *bona fide* and sufficient contract for the completion of the works on the Hamilton and Lake Erie Railway, between Hamilton and Jarvis, in accordance with the requirements of the Order in Council, dated 28th February last, in reference to that portion of the road of the said company.

Certified,
(Signed) J. G. Scott,
Clerk Executive Council, Ontario.

4th December, 1872.

(Copy.)

Canada Life Assurance Company's Buildings,
Hamilton, 10th December, 1872.

Sir,—In terms of the Order in Council granting aid to the Hamilton and Lake Erie Railway, we had recently the honour of sending for the information of his Excellency, the several contracts for the construction of the line from Caledonia to Jarvis.

We have no copies of these documents, and if no longer required we shall feel obliged by their return, and we will, if the Government deem it necessary, furnish them with certified copies.

We should perhaps mention that these documents did not pass formally through your Department in the usual course, but were handed by the writers to the Hon. the Attorney-General, who kindly undertook to lay them before the Council.

We have the honour to be,
Sir,
Yours obediently,
(Signed) Burton, Bruce and Walker.

The Hon. T. B. Pardee, Provincial Secretary.

(Copy.)

President's Office,
Hamilton, December 10th, 1872.

Dear Sir,—I have pleasure in acknowledging receipt of a letter from the Department of the Provincial Secretary, of 6th instant, covering a very satisfactory Order in Council in reference to this line.

I am obliged by the interest you have taken in matter, and would esteem it a favour if you would kindly return the various contracts as specified seeing they are the original and only copies held by company – viz. :—E. W. Plunkett, William Hendrie, J. & A. Smith, John Proctor, John Drew, and William Hendrie, contract of 30th Nov. for the construction of Bridge.

And I am, faithfully yours,
(Signed) James Turner.

The Hon. Adam Crooks, Toronto.

(Copy.)

Provincial Secretary's Office,
Toronto, 12th December, 1872.

Sir,—I have the honour to acknowledge the receipt of your letter of 10th instant, and in accordance with the request contained therein, return herewith the several contracts for

the construction of the line of the "Hamilton and Lake Erie Railway," from Caledonia to Jarvis, on the understanding that certified copies thereof are furnished to this Department without delay.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Acting Assist.-Secretary.

Messrs. Burton, Bruce & Walker.

(Copy.)

HAMILTON, 18th December, 1872.

DEAR SIR,—We have the honour to acknowledge the receipt of your favour of 12th instant, and in obedience to the request therein contained, we beg now to forward to your Department by Parcel Post, concurrent with this, copies of the contracts referred to.

We are,
Dear Sir,
Your obedient servants,
(Signed) BURTON, BRUCE & WALKER.

The Hon. T. B. Pardee, Provincial Secretary,
Toronto, Ontario.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 20th December, 1872.

SIR.—I have the honour to acknowledge the receipt of your letter of 18th instant, transmitting 5 copies of contracts.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Acting Assist.-Secretary.

Messrs. Burton, Bruce & Walker, Barristers,
Hamilton.

(Copy.)

To His Excellency the Honourable JOHN CRAWFORD, *Lieutenant-Governor of Ontario.*

The Memorial of the "Hamilton and Lake Erie Railway Company,"

Humbly Sheweth:—

That your petitioners at the time of their former application for assistance under the Act in Aid of Railways, submitted a statement showing their financial scheme for the construction of their line, and pointed out the advantages which they believed would result to the southern tier of Counties on Lake Erie, and to the Great Trunk lines of railway with which their railway intersects by the completion of their line to Burlington Bay, thus enabling these railways to reach the waters of Ontario at the nearest accessible point, and securing an additional outlet by means of the St. Lawrence, to the products of the Western States.

In the scheme then presented, your petitioners included a grant which had been made to them by the County of Wentworth, to the extent of $20 000, and they referred to an agreement which had been approved of and adopted by the executive of the Canada Southern, the Great Western, and the Grand Trunk Railways, under which they expected, and did subsequently actually arrange, to dispose of their Bonds at par.

In reliance on such grant and the negotiation of their bonds on these terms, your petitioners proceeded with the construction of the line, and completed the same from its junction with the Great Western Railway, in Hamilton, to the junction with that company's line (generally known as the Air Line) at Jarvis, and thereupon received from the Government the aid promised upon that portion of the line according to the terms of the grant at the rate of $2,000 per mile.

The By law so passed by the County of Wentworth, was, on an application to the courts of law declared invalid, and your petitioners were thereby deprived of the grant upon which they had relied

Subsequently the failure of the Great Western and Grand Trunk Railway Companies to carry out their agreements, and the temporary embarrassment of the Canada Southern Railway placed it out of the power of your petitioners to negotiate their bonds on the same favourable terms.

The large increase in the price of iron and other materials required in the construction of the road, and the rise in wages of all descriptions, also tended materially to increase the expenditure beyond what they had estimated when they commenced operations.

The result of these combined adverse circumstances has been to cripple your petitioners and cause a suspension of the works, leaving the portion between the City terminus and the waters of the Burlington Bay, incomplete.

The chief value of this line consists in connecting the western country and trunk lines of railway referred to, with the waters of Lake Ontario, which has been prevented by their inability to complete this small section; and the great object of your petitioners, and the large expenditure incurred are thus likely to become ineffectual and the public deprived of the anticipated benefit of the Government and municipal grants, unless some means can be devised to relieve them from their present embarrassment.

Your petitioners would humbly submit that whilst the line thus completed has proved of great local advantage, and the returns have far exceeded your petitioners' expectations, it is only as a whole this road can prove of that national advantage which the projectors anticipated.

The By law of the County of Haldimand granting $65,000 to the railway is contingent upon its being completed to the waters of Burlington Bay, and your petitioners will lose the benefit of this grant if unable to comply with that condition.

Your petitioners are convinced that when the road is completed to the Lake, as originally intended, the returns will be such as to enable them to negotiate their bonds at a fair rate without difficulty.

Your petitioners would be enabled, with the assistance of an additional grant of one thousand dollars per mile, for that portion of the line lying between Jarvis and Burlington Bay, to prosecute the works to completion.

It is of great importance alike to the company and the public, that the road should be extended to the water as shortly after the opening of navigation as possible, to prevent the heavy loss that will otherwise be incurred by those parties who in reliance upon its completion have incurred large expenditures in getting out and preparing timber both on the line of this road and its connections, and the necessity of procuring the timber required for the piling and completion of the wharves on this extension during the winter months render prompt action necessary.

Your petitioners, therefore, in view of the public importance of this railway, which is in effect, a continuation of the Canada Southern, the Great Western and the Grand Trunk Railways, giving to each of these lines easy access to, and an additional outlet on Lake Ontario, and the unforseen difficulties which have rendered this appeal necessary, humbly pray that Your Excellency will be pleased to pass an Order in Council for the additional aid asked for.

And your petitioners as in duty bound will ever pray.

(Signed) JAMES TURNER,
President.

L.S. (Signed) M. W. BROWN,
Secretary.

February 17th. Acknowledged A.

RETURN

Of Correspondence and Papers relating to the application of the "Hamilton and North Western Railway Company," for aid.

By Command.

C. F. FRASER.

Secretary.

Provincial Secretary's Office,
Toronto, 4th March, 1874.

Schedule of Correspondence and Papers relating to the "Hamilton and North Western Railway."

1873.
March 31.—Petition of Company.
Feb. 6.—Memorial of Warden and Council of Corporation of County of Simcoe.
Sept. 22.—Order in Council (copy).
" 23.—Letter from R. S. Brodie, to Edward Gurney, Hamilton.
1874.
Feb. 26.—Letter from Secretary of Company to Provincial Secretary, enclosing Petition of Company.
" 23.—Letter from C. F. Dutton, Engineer, to President of Company.
" 23.—Approximate estimate of cost of construction.
" 24.—Financial Scheme.
" 24.—List of Subscribers.
Table of Distances, Terminal, and Junction Stations, &c.
Routes and comparative distances of Railway.
Mem —Copies of By laws.

(Copy.)

To the Honourable William Pearce Howland, C.B., Lieutenant-Governor of the Province of Ontario, in Council.

The Petition of the Hamilton and North Western Railway Company,

Humbly Sheweth,

That your petitioners, shortly after obtaining their Act of Incorporation, waited upon the members of the Government, and explained the nature of their scheme, and the advantages that thereby would be secured in opening up a new and comparatively unsettled country, and affording increased means of moving to market the large and increasing lumber traffic of the territory bordering on the Georgian Bay, and the ultimate junction of their line with the proposed Pacific Railway, thereby affording the shortest route to the United States and the Atlantic seaboard.

Your petitioners were assured by the members of the Executive, who honoured them with an interview, that none of the railway schemes, which had received legislative sanction, commended themselves so strongly to them as deserving of aid, under the Act in aid of railways, as the line projected by your petitioners, but that, in accordance with the rule which they had laid down, they could not entertain an application until the surveys were completed, and proper plans and estimates made, and until proof satisfactory to Your Excellency in Council, should have been furnished, that their *bona fide* subscribed capital, together with any bonuses granted by municipalities, and the proceeds of bonds, authorized by the Act of Incorporation, were sufficient to ensure its completion.

Your petitioners were, however, advised to proceed to obtain bonuses, upon the understanding that the railway would receive the favourable consideration of the Government, and your petitioners were further urged to make their line as straight and direct as possible to the points indicated.

That acting upon the encouragement thus afforded, your petitioners have obtained the passage of by laws by Collingwood and Innisfil, and have submitted a by-law to the County of Simcoe, and have it in contemplation to submit by-laws to the City of Hamilton and other municipalities, intending, on the passage of these by-laws, to renew their application for Government aid.

Your petitioners have noticed that various Orders in Council have since been passed, granting aid to railways which have only recently obtained charters.

Under these circumstances, your petitioners would respectfully press their claims upon Your Excellency's consideration, and would humbly pray, that in any distribution which may be made of the funds at the disposal of the Government, under the Act in Aid of Railways, an amount may be retained towards aiding the undertaking of your petitioners, which your petitioners have proceeded with, solely on the faith that the aid which they were thus encouraged to hope for, would be granted on the necessary bonuses required for its completion being obtained.

And your petitioners, as in duty bound, will ever pray, &c.

JOHN FIELD.
Director,
Chairman pro tem.
MAITLAND YOUNG.
Provisional Secretary.

Hamilton, 31st March, 1873.

Memo.

April 8th, 1873. Acknowledged.

To the Honourable WILLIAM P. HOWLAND, C. B., *Lieutenant-Governor of the Province of Ontario, in Council,*

The Memorial of the Warden and Council of the Corporation of the County of Simcoe, in Municipal Council assembled,

HUMBLY SHEWETH:

That it has been the policy of the Government of this Province to aid and assist by money grants, in accordance with the provisions of the Statutes in such case made and provided, the construction of several lines of railway in Ontario;

That a company has been incorporated for the construction of a line of railway from the City of Hamilton, through the Counties of Halton, Peel and Simcoe, to connect with the Northern Pacific Railroad;

That said company also intend, or have already applied for, an amendment of their charter, to enable them to construct a branch from some point on the main line in this County to the Town of Collingwood, for which purposes they are now asking and receiving from the several municipalities interested, bonuses to the extent of $360,000.

Your memorialists would therefore pray your Excellency to aid the Hamilton and North-Western Railway Company to build their railway and branch, by such grant of money from the Consolidated Revenues of this Province, as your Excellency may deem just and expedient.

And, as in duty bound, your memorialists will ever pray, &c.

(Signed) JOHN HOGG,
Warden.

[Seal.]

(Signed) R. T. BANTING,
Co. Clerk, Co. Simcoe.

Council Hall, Barrie,
February 6th, 1873.

Memo.

19th February, 1873. Acknowledged.

COPY of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-second day of September, A.D. 1873.

The Committee of Council having considered the recommendation of the Hon. Attorney-General, dated the 22nd inst., advise that *Edward Gurney*, of the City of Hamilton, Esquire, be appointed trustee, under the 22nd section of the Act 35 Vic., chap. 55, incorporating the Hamilton and North-Western Railway Company.

Certified.

(Signed) HY. KINLOCH,
Assistant Clerk Executive Council, Ontario.

22nd September, 1873.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 23rd Sept., 1873.

SIR,—I am commanded by His Excellency the Lieutenant-Governor to inform you that he has been pleased to appoint you a trustee, under the twenty-second section of the Act 35 Vic., cap. 55, incorporating the Hamilton and North-Western Railway Company.

I have the honour to be,
Sir.
Your obedient servant,
(Signed) R. S. BRODIE,
Pro Assistant-Secretary.

Edward Gurney, Esquire, &c. &c.,
Hamilton.

HAMILTON AND NORTH-WESTERN RAILWAY,
HAMILTON, 26th February, 1874.

SIR,—I have the honour to forward to you a Petition from the Hamilton and North Western Railway Company, addressed to His Excellency the Lieutenant-Governor in Council, praying for a grant in aid of the railway, from the Railway Fund or Railway Subsidy Fund.

Accompanying the Petition are the following documents:—

A plan and profile of the railway based on actual survey.
Engineer's Report with estimate of cost of construction.

Financial scheme, including statement of bonuses granted to the company, and certified copy of stock list.

A table of routes and distances.

A certified copy of each of the bonus by-laws.

I have the honour to be, Sir,
Your obedient servant,
(Signed) MAITLAND YOUNG,
Secretary.

The Hon. C. F. Fraser,
Provincial Secretary, Toronto.

Memo.

28th February, 1874. Acknowledged.

To His Excellency the Honourable JOHN CRAWFORD, *Lieutenant-Governor of the Province of Ontario, in Council.*

The Petition of the Hamilton and North Western Railway Company

HUMBLY SHEWETH :

That your Petitioners are a company incorporated by an Act of the Legislature of the Province of Ontario, 35 Vict. chap. 55, empowering them to construct a Railway from the City of Hamilton to Barrie, thence to some point on Hogg's, Sturgeon or Matchedash Bay; and to extend the same so as to form a junction with the Canada Central and Canada Pacific Railways, which Act was amended at the last session of the Ontario Legislature by an Act, 36 Vic., chap. 84, enabling them to extend their line to Collingwood.

Your Petitioners, in the month of April last, not being then sufficiently advanced with their undertaking, to be able to furnish plans, estimates, etc., usually required by the Government from companies applying for aid under the provisions of the "Act in aid of Railways," memorialized the Lieutenant-Governor in Council, praying that under the circumstances set forth in their memorial—and to which your Petitioners respectfully invite your Excellency's attention—in any distribution that might be made of the funds at the disposal of the Government under the "Act in aid of Railways," an amount might be retained towards aiding their undertaking, it being their intention on the passing of certain by-laws then about to be submitted to various municipalities, to renew their application for aid.

Since that time your Petitioners have been successful in obtaining aid by way of bonus from the various municipalities along the route of their proposed railway between Hamilton and Barrie and Collingwood, amounting to the total sum of five hundred and fifty-four thousand [illegible].

By-laws have been made of that section of their line from Hamilton to Barrie, and of the line from Clarksville, in the Township of Tecumseth, to Collingwood—in all 129·71 miles.

On the necessary aid being granted from the "Railway Fund," it is the intention of your Petitioners to proceed at once with the construction of this portion of their line, and to go on with the extension beyond Barrie, as rapidly as the means can be obtained, with the assistance of municipal and Government grants.

From the municipalities beyond Barrie, your Petitioners cannot look for assistance to as large an extent as they have received from the municipalities between Hamilton and Barrie, owing to their more limited population and wealth.

It would facilitate your Petitioners in securing the necessary capital for the construction of that portion of their line beyond Barrie, if a specific amount of aid from the "Railway Fund" were pledged thereto, conditioned upon your Petitioners furnishing, within a certain time, proof satisfactory to your Excellency in Council, of their ability to construct it.

Accompanying their present application for aid, your Petitioners forward for your Excellency's information—

1st. A map and profiles of the section of their line from Hamilton to Barrie and Collingwood.

2nd. Detailed estimates of cost of construction.

3rd. Statement of municipal bonuses obtained, together with a certified copy of each of the bonus by-laws.

4th. Financial programme, including stock list.

Your Petitioners respectfully submit the following reasons among many that might be adduced, why their undertaking should be aided by a grant under the provisions of the Railway Aid Act:—

1. The proposed railway will pass through a large and important section of country, between Hamilton and Barrie and Collingwood alone, no less than seventeen townships, of the united area of 1,035,798 acres.

2. It will supply railway accommodation to a large number of important villages as yet without such facilities, viz.: Nelson Village, Zimmerman, Stewart Town, Glenwilliams, Salmonville, Cheltenham, Ballycroy, Tottenham, Clarksville, Alliston, Glencairn, Avening, Creemore, Duntroon, Nottawa, Cookstown, Thornton, and the following towns and villages already partially supplied, viz.: Burlington (late Wellington Square), Milton, Georgetown, Sligo, Caledon East, Collingwood and Barrie.

3. It will intersect all the lines of railway now in operation, or in course of construction through this section of country, lying between Hamilton, Barrie and Collingwood, starting from the track of the Hamilton and Lake Erie Railway in the City of Hamilton, and thereby connecting with the Buffalo and Lake Huron Railway, the Canada Southern Railway, the Great Western Railway, and the Great Western Loop line; and passing over Burlington Beach, it will intersect the Toronto Branch Great Western Railway, at Burlington (late Wellington Square); the main line of the Credit Valley Railway (now building), at Milton, the Grand Trunk Railway, at Georgetown; the North West Branch of the Credit Valley Railway now building) at Sligo; the Toronto, Grey and Bruce Railway, at Caledon East; the Northern Railway, with extension to Atherley, at Barrie; the Northern Railway with extension to Meaford, at Collingwood. Being of the same gauge as all the connecting lines, except the Toronto, Grey and Bruce Railway, (the Northern Railway not excepted, because an early change of gauge is contemplated), such a connection of the various lines of Railway must greatly facilitate freight and passenger traffic between places that have hitherto been practically excluded from intertrading: in illustration of which, reference is made to the accompanying Table of Routes and distances. The advantages, therefore, to be derived from the construction of the proposed railway will not be monopolized at the Terminal Stations, nor limited to the counties that have contributed towards it, but will be Provincial in their scope.

While facilitating intercommunication within the Province, it will largely increase the facilities for communication between the interior and the United States, and the Seaboard. At present, the country lying North of the Grand Trunk Railway, and East of the Wellington, Grey and Bruce Railway, has no direct access to the United States, and the Seaboard. By its connection with the Grand Trunk Railway at Georgetown, and with the Buffalo and Lake Huron Railway, Canada Southern Railway, and Great Western Railway at Hamilton, the Hamilton and North Western Railway will open up, a variety of all rail routes to the markets of the United States and the Seaboard, that cannot but prove of great value to the country. It will, at the same time, be a valuable addition to the already existing "part rail and part water routes," the comparative distances by the proposed railway and by those already in operation, or in course of construction, being such as to admit of successful competition for carriage to the waters of Lake Ontario, while, water freights to all points from the respective Ports, to which the competing lines lead, are practically the same.

5. No railway, which has yet received aid from the Railway Fund, has provided a choice of markets, such as the proposed railway will do. The Wellington, Grey and Bruce Railway has done so to a limited extent—limited, in consequence of its being operated as a feeder to our trunk line, whereas, this will be a feeder to all the trunk lines.

6. It will develop manufacturing industries on the various streams along its route, especially the branches of the Nottawasaga River, in the County of Simcoe, and the River Credit

in the Counties of Peel and Halton; many valuable water powers on which have never yet been utilised. By means of the junctions, at Milton and Sligo, with the Credit Valley Railway, manufacturers on the River Credit may have the advantage of a connection with both railways. By means of the junction with the Credit Valley and Grand Trunk Railways, it will prove a valuable auxiliary to the flouring mills on the Grand River at Fergus, Elora, Salem, Guelph, Galt, Ayr, Brantford, &c., giving them, as well as those on the River Credit, the most direct connection, not only with the important wheat markets of these Northern Counties, but, via Collingwood, with the greater markets of the West, and North West—Chicago, Milwaukie and Duluth. Lumberers will manufacture, and export largely dressed lumber, a branch of trade they have hitherto been deterred from engaging in, owing to the great destruction caused by the necessary transhipment on existing lines.

7. It will facilitate transportation of lumber from the Pine Districts of the North, to those sections of the Province, which are already stripped of pine lumber.

8. It will also (as required by charter) furnish facilities for free, and unrestricted traffic in cordwood, which will be a boon alike to the settler on the bush farm, to whom the article is now of merely nominal value, and to the artizan in the city, where it is not procurable, under eight to nine dollars per cord.

9. By providing closer connection between Buffalo and Collingwood, it will attract American travel to the Collingwood route for Lake Superior.

10. It will increase the facilities, for the through produce traffic between the West and North West, and the St. Lawrence, via the "Collingwood Transhipment Route."

11 On its forming a junction with the Canada Pacific Railway, it will establish the most direct connection between the railway system of the Eastern States, converging at Suspension Bridge and Buffalo, and the Canada Pacific Railway. In the event of the Canada Pacific Railway being built South of Lake Nipissing, a junction might also be effected, via Sault St. Marie, with the Northern Pacific Railway; thereby largely increasing the importance of the Hamilton and North Western Railway, as the shortest connecting link between the Eastern and North-Western States. It would thus lead to the more rapid settlement and development of that portion of the Province of Ontario, lying North of the Georgian Bay.

12. The Counties of Halton and Peel, having previously granted large bonuses to other railway enterprises, your Petitioners were unable to obtain such an amount of assistance as they required, or as these counties would have been willing, under other circumstances, to have granted. The amount of bonuses obtained from these two counties, together with the Village of Georgetown, is $105,000, and the length of line, to be constructed across them, is 48 miles; being less than $2,200 per mile, while the usual amount of municipal aid has been from $5,000 to $6,000 per mile.

13. With a view to the accommodation of the local traffic of the country, the route adopted is along the valley of the River Credit in Peel, and along the valley of the Mud River in the Township of Nottawasaga. On this route many engineering difficulties are encountered, viz.: on entering the valley of the River Credit, above Georgetown, in crossing the Township of Albion; and between the Villages of Creemore, and Nottawa, in the Township of Nottawasaga, involving a very high cost of construction. Many difficulties also exist in approaching the City of Hamilton. The best route that can be found into the City is across Burlington Beach, which involves the construction of an expensive swing bridge at Burlington Canal, and about a mile of pile bridging across the South East corner of Burlington Bay; and for this very expensive portion of their line, a distance of about 8 miles, your petitioners can obtain no municipal aid.

14. Your petitioners respectfully urge on your Excellency in Council, that the exceptional difficulties referred to, in the two preceding paragraphs, together with the greatly increased cost of labour and iron materially strengthen the claims of this railway to the liberal consideration of the Government; and they trust will be deemed sufficient to warrant a larger appropriation from the Railway Fund, than, under ordinary circumstances would be necessary.

Your petitioners therefore, pray that an Order in Council may be passed, granting them, three thousand dollars per mile for that portion of their line between Hamilton and Barrie, and the branch line to Collingwood; and pledging four thousand dollars per mile, for that

portion, leading from Barrie northward into the new and unsettled districts, on your petitioners furnishing proof, satisfactory to your Excellency in Council, within months after passing of such order, that they have obtained the remainder of the capital necessary to insure construction.

And your petitioners as in duty bound will ever pray, &c., &c.

JOHN STUART,
[L S.] *President H. & N. W. R.*

HAMILTON, February 23rd, 1873.

JOHN STUART, ESQ., *President Hamilton and North-Western Railway.*

SIR,—I have the honour to submit herewith profiles and map accompanied by an estimate of the cost of constructing the Hamilton and North-Western Railway from Hamilton to Barrie, a distance of 91.09 miles.

Also the Collingwood Branch from Clarksville Junction to Collingwood, a distance of 38.62 miles. Total length of line 129.71.

The estimate is based upon data obtained from surveys made by E. J. Barrow, from Georgetown to Clarksville, and by myself from Hamilton to Georgetown, Clarksville to Barrie, and from Clarksville to Collingwood.

Respectfully submitted,
(Signed) C. F. DUTTON,
Engineer.

APPROXIMATE ESTIMATE of the cost of constructing the Hamilton and North-Western Railway, from Hamilton to Barrie, including the Collingwood Branch. Total distance, 129·71 miles.

Quantities.	DESIGNATION.	Rate.	Amount.
		$ cts.	$ cts.
1,657·57 acres	Right of way, including station grounds	60 00	99,454 20
550·79 "	Chopping and clearing	25 00	13,769 75
122·39 "	Grubbing	65 00	7,955 35
8,365·4 rods	Fencing, including station grounds	1 50	125,481 60
2,343,763 c. yds.	Excavation	25	585,940 75
375,434	Ties, including sidings	25	93,858 50
12,514·48 tons	Iron	60 00	750,868 80
	Splices, bolts, spikes, &c.		71,991 00
355,525 c. yds.	Ballast	50	177,762 50
2,801,179 H.B.M.	Timber, small trestles, culverts and cattle guards	25 00	70,029 48
661,419 "	do truss bridging	30 00	19,842 57
88,884 L. Ft.	Piling	30	26,665 20
209,390 lbs.	Iron in bridging, trestles, &c.	07	14,657 30
1	Swing bridge, 300 feet span		25,000 00
142·21 miles.	Track laying, including sidings	300 00	42,663 00
33	Station houses	2,500 00	82,500 00
3	Engine do	3,500 00	10,500 00
23	Section do	450 00	10,350 00
10	Wood sheds	300 00	3,000 00
10	Water tanks, pumps, &c.	1,000 00	10,000 00
3	Turntables	1,000 00	3,000 00
	Engineering, &c., per mile	1,000 00	129,710 00
	Total cost		2,375,000 00
	Average per mile		18,310 08

C. F. DUTTON,
Engineer.

Hamilton, February 23rd, 1874.

Financial Scheme.

Hamilton and North-Western Railway.

To estimated cost of construction of 129.71 miles of Railway Hamilton to Barrie, and branch to Collingwood		$2,375,000 00
To interest on cost of construction		189,000 00
To equipment of road with rolling stock		520,000 00
		$3,084 000 00

Contra.

By Bonuses,			
Township of Innisfil	$20,000 00		
Town of Collingwood	29,000 00		
County of Simcoe	300,000 00		
County of Peel	30,000 00		
Village of Georgetown	10,000 00		
County of Halton	65,000 00		
City of Hamilton	100,000 00		
	$554,000 00		
Less discount	41,550 00	$512,450 00	
By Stock,			
Already subscribed	25,500 00		
Further subscriptions contingent on Government aid being granted	225,000 00	250,500 00	
By Government Grant as petitioned for $3,000 per mile		389,100 00	
		$1,152,050 00	
By Balance to be provided for by the bonds of the Company		1,931,950 00	
			$3,084,000 00

Hamilton. 24th February, 1874.

(Signed), Maitland Young.
Secretary.

List of subscribers to the capital stock of the Hamilton and North-Western Railway.

Subscribers.	*No. of Shares.*	*Amount.*
J. C. McCarty	Twenty	$2,000
James Turner	Twenty	2,000
John Young	Twenty	2,000
Simpson, Stuart & Co.	Twenty	2,000
James Stinson	Twenty	2,000
McInnes, Bros. & Co.	Twenty	2,000
Sandford, Vail & Bickley	Twenty	2,000
John Field	Ten	1,000
John Stuart	Twenty	2,000
D. Moore & Co.	Ten	1,000
John Brown	Five	500
Maitland Young	Five	500
John Proctor	Ten	1,000
William Henry	Ten	1,000
Anthony Copp	Ten	1,000

Subscribers.	*No. of Shares.*	*Amount.*
P. W. Dayfoot	Ten	$1,000
Thomas Saunders	Ten	1,000
Simon Plewes	Five	500
Mathew Leggat	Ten	1,000
		$25,500

I do hereby certify as to the *bona fides* of the above subscriptions of stock, and I do farther certify that farther subscriptions of stock to the extent of two hundred and twenty-five thousand dollars are *bona fide* guaranteed, contingent on the aid petitioned for being granted from the Railway Fund.

(Signed) MAITLAND YOUNG,
Secretary.

Hamilton, 24th February, 1874.

TABLE of Distances, Terminal and Junction Stations, &c., Hamilton and North-Western Railway.

Miles from Hamilton.	Stations.	Miles from Collingwood.	Connections.	Miles from Barrie.	Stations.	Miles from Hamilton.
106	Collingwood	0	Northern Railway	0	Barrie	91
67	Clarksville	39	Junction Collingwood Branch	24	Clarksville	67
48	Caledon, East	58	Toronto, Grey & Bruce Railway	43	Caledon, East	48
44	Sligo	62	North-West Branch Credit Valley R.R.	47	Sligo	44
32	Georgetown	74	Grand Trunk Railway	59	Georgetown	32
22	Milton	84	Main Line Credit Valley R.R.	69	Milton	22
9	Burlington	97	Great Western R.R., Toronto Branch	82	Burlington	9
6	Burlington Canal	100	Lake Ontario Navigation	85	Burlington Canal	6
0	Hamilton (City)	106	Hamilton & Lake Erie R.R Great Western R.R. Buffalo & Lake Huron R.R. Canada Southern R.R. Great Western Loop Line	91	Hamilton (City)	0
	Toronto	91	*Via* Toronto, Grey & Bruce Junction	76	Toronto.	
	do	97	*Via* Credit Valley Junction (Sligo)	82	do.	
	do	103	*Via* Grand Trunk Junction	88	do.	
	do	112	*Via* Credit Valley Junction (Milton)	97	do.	
	do	130	*Via* Great Western (Toronto Branch)	115	do.	

Miles from Burlington Canal.	Stations.	Miles from Toronto.	——	Miles from Hamilton.	Toronto.	Miles from Buffalo.
42	Caledon, East	34		50	*Via* Milton & Hagersville	136
38	Sligo	35		61	*Via* Georgetown & Caledonia	135
26	Georgetown	29				
16	Milton	28				
100	Collingwood	95				
85	Barrie	65				

ROUTES AND COMPARATIVE DISTANCES by the Hamilton and North-Western Railway.

Via *Toronto, Grey & Bruce Railway Junction at Caledon, East.*

FROM.	TO.	Distance by H. & N. W. R. and Connections.	Distance by other shortest Rail Route.	REMARKS.
Collingwood	Caledon, East	58	128	70 miles saved between Collingwood and all places on Toronto, Grey & Bruce R.R., west of Junction.
Do	Mount Forest	112	182	
Do	Toronto	91	95	4 miles saved between Collingwood and Toronto.
Barrie	Caledon, East	43	98	55 miles saved between Barrie and all places on Toronto, Grey & Bruce R.R., west of Junctions.
Do	Mount Forest	97	152	
Do	Toronto	76	65	A good competing route with Northern for Toronto.
Caledon, East	Sligo	4	68	64 miles saved between places on Toronto, Grey & Bruce R.R. and places on Credit Valley R.R., west of Junction, Sligo.
Do	Georgetown	16	64	48 miles saved between places on Toronto, Grey & Bruce R.R. and Grand Trunk Railway, west of Junctions.
Do	Milton	26	61	35 miles saved between places on Toronto Grey & Bruce R.R. and places on Credit Valley R.R., west Milton Junction.
Do	Hamilton (City)	48	74	26 miles saved between places on Toronto, Grey & Bruce R.R. and places on Hamilton and Lake Erie, Buffalo and Lake Huron, Canada Southern, Great Western Loop Line.

11

Via *Credit Valley Railway Junction at Sligo.*

FROM.	TO.	Distance by H. & N. W. R. and Connections.	Distance by other shortest Rail Route.	REMARKS.
Collingwood	Sligo	62	130	68 miles saved between Collingwood and all places on Credit Valley R.R., west of Junction.
Do	Fergus	89	157	
Barrie	Sligo	47	100	53 miles saved between Barrie and all places on Credit Valley R.R., west of Junction (Sligo).
Do	Fergus	74	127	
Do	Toronto	82	65	A competing route of uniform guage. Collingwood and Barrie to Toronto.
Collingwood	do	97	95	
Fergus	Hamilton	68	63	By this junction (*via* Fergus) all places on Wellington, Grey & Bruce Railway will have shortest route to Collingwood and Barrie, 68 miles and 53 miles respectively, than *via* Toronto.
Orangeville	Hamilton	58	89	

Via *Grand Trunk Railway Junction at Georgetown.*

FROM.	TO.	Distance by H. & N. W. R. and Connections.	Distance by other shortest Rail Route.	REMARKS.
Collingwood	Georgetown	74	124	50 miles saved between Collingwood and all places on Grand Trunk Railway, west of Junction.
Do	Guelph	93	143	
Do	Toronto	103	95	A third competing route—Collingwood, Toronto.
Barrie	Georgetown	59	94	35 miles saved between Barrie and all places on Grand Trunk R.R., west of Junction.
Do	Guelph	78	113	
Do	Toronto	88	65	A third competing route—Barrie, Toronto.
Guelph	Hamilton	51	47	*Via* Georgetown and Caledonia is shortest route to Buffalo from all places on G. T. R., between Berlin and Georgetown.
Do	Buffalo	125	114	
Toronto	Hamilton	61	40	By this junction and Caledonia 68 miles saved between Buffalo and places on G.T.R., east of Georgetown.
Do	Buffalo	135	107	
Buffalo	Ogdensburgh	355	336	*Via* Caledonia and Georgetown is most direct route between Buffalo and Ogdensburgh and Montreal; this would be a very advantageous route for country south and east of Hamilton.
Do	Montreal	468	515	

Via *Credit Valley Junction at Milton.*

FROM.	TO.	Distance by H. & N. W. R. and Connections.	Distance by other shortest Rail Route.	REMARKS.
Collingwood	Milton	84	123	39 miles saved between Collingwood and all places on Credit Valley R.R., west of Milton Junction.
Do	Galt	108	147	
Do	Toronto	112	95	A fourth competing route—Collingwood, Toronto.
Barrie	Milton	69	93	24 miles saved between Barrie and all places on Credit Valley R.R., west of Milton Junction.
Do	Galt	93	117	
Do	Toronto	97	65	A fourth competing route—Barrie, Toronto.
Toronto	Hamilton	50	40	*Via* Milton and Hagersville, a third competing route opened between Toronto and Buffalo, as well as between the City of Hamilton and Toronto.
Do	Buffalo	136	107	
Galt	Hamilton	46	31	

Routes and Comparative Distances by the Hamilton and North-Western Railway.

Via *Great Western Junction at Burlington (late Wellington Square)*.

FROM.	TO.	Distance by H. & N. W. R. and its Connections.	Distance by other shortest Rail Route.	Remarks.
Collingwood	Burlington	97	128	31 miles saved between Collingwood and all places on G. W. R. west and south of Burlington Junction.
Do	Dundas	110	141	
Do	Toronto	130	95	A fifth route—Collingwood, Toronto.
Barrie	Burlington	82	98	16 miles saved between Barrie and all places on G. W. R. west and south of Burlington Junction.
Do	Dundas	95	111	
Do	Toronto	115	65	A fifth route—Barrie, Toronto.

Via *Hamilton and Lake Erie Junction, Hamilton (City)*.

FROM.	TO.	Distance by H. & N. W. R. and its Connections.	Distance by other shortest Rail Route.	Remarks.
Collingwood	Suspension Bridge	148	178	30 miles saved between Collingwood and all places on Hamilton and Lake Erie Railway and its connections.
Do	Buffalo	172	202	G. W. R.
Do	Do	181		Buffalo L. H.
Do	Do	193		Hitherto all property from these northern counties, besides being subject to re-shipment at Toronto for United States, has not had the advantage of a choice of route, the Grand Trunk *via* Stratford competing with the Great Western, under the disadvantage of double distance, *via* Hamilton there will be the choice of three routes of nearly equal distance. Can. Southern
Do	Do	206	.....	G.W.R.LoopL.
Do	St. Thomas	193	227	

This line opens three even routes, Collingwood to St. Thomas, *via* Milton, 169 miles; *via* Canada Southern, 193 miles; *via* G. W. R. Loop Line, 195 miles. No section of the Province is more in need of access to the Pine Districts, than that bordering on Lake Erie

(Copy.)

MEMO:

Certified copy of by-law of the County of Peel, granting a bonus of $30,000 to aid in the construction of the Hamilton and North-Western Railway.

MEMO:

Certified copy of by-law of the Village of Georgetown, granting a bonus of $10,000 to aid in the construction of the Hamilton and North-Western Railway.

MEMO:

Certified copy of by-law of the County of Simcoe, granting a bonus of $300,000 to aid in the construction of the Hamilton and North-Western Railway.

MEMO:

Certified copy of by-law of the Town of Collingwood, granting a bonus of $29,000 to aid in the construction of the Hamilton and North-Western Railway.

MEMO:

Certified copy of by-law of the Township of Innisfil, granting a bonus of $20,000 to aid in the construction of the Hamilton and North-Western Railway.

MEMO:

Certified copy of by-law of the City of Hamilton, granting a bonus of $100,000 to aid in the construction of the Hamilton and North-Western Railway.

MEMO:

Certified copy of by-law of the County of Halton, granting a bonus of $85,000 to aid in the construction of the Hamilton and North-Western Railway.

SUPPLEMENTARY RETURN

Of Papers relating to the "Hamilton and North-Western Railway," subsequent to 4th March, 1874.

By Command.

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 20th March. 1874.

Schedule of Papers relating to Company.

1874.

March 16.—Letter from President of Company to Honourable Provincial Treasurer, enclosing Appendix to Financial Scheme.
March 16.—Certificate as to Subscriptions of Stock.
March 18.—Letter from President of Company to Honourable Provincial Treasurer.
March 19.—Letter from William Hendrie, Hamilton, to President of Company.

TORONTO, 16th March, 1874.

SIR,—Referring to our conversation this morning in regard to the Government aid petitioned for by the "Hamilton and North Western Railway Company," I beg now, in compliance with your request, to state the reasons which influenced the promoters of that road to continue the line from Clarksville to Collingwood; and to point out the reasons which, in their judgment, entitle them to apply for aid on that portion, equally, if not with greater force, than may be urged for the line from Clarksville to Barrie.

Very shortly after the Charter was first obtained, a large and influential deputation from Collingwood, and the County through which this branch passes, waited upon the promoters, and pointed out that that portion of the country was sustaining very serious loss, both from the frequent inability of the Northern Railway to carry the traffic offered to it, at the Port of Collingwood, and from the great distances the majority of the people of these townships had to travel before reaching a railway, the large tract lying between the "Northern" and the "Toronto, Grey, and Bruce Railway," being entirely devoid of railway facilities.

The people of Tecumseth, Adjala, and Mulmer have at present to travel between twenty and thirty miles.

The same remark applies to Tossorontio, at present but sparsely settled, and the future development and prosperity of which depends, to a great extent, on the completion of this branch.

The portion of the Nottawasaga through which the line passes, is the most fertile and populous part of the Township, and the line will accommodate the traffic of the Villages of Alliston, Rosemount, Staunton, Glencairn, Avening, Creemore, Duntroon, and Nottawa, and will greatly tend to draw to Collingwood, as before mentioned, the trade of the Upper Lakes.

I would respectfully submit that the people of these townships, who contributed many

years since towards the construction of the "Northern Railway," from which they derive no direct benefit, having shown their sense of the value of this road by contributing to it so largely, have a fair claim to expect similar assistance to that which has been rendered to other roads less favourably situated, as regards remoteness from other railways.

Influenced by such considerations as these, and also, by the belief that the branch line itself may fairly be held to come within the scope of the "Railway Aid Act," and therefore entitled to Government assistance, and that it would not only be locally self-sustaining, but that the local traffic, and through traffic, that would be secured by a connection with Collingwood, would be of great importance to the prosperity of the main line; the promoters determined to undertake to build this branch in connection with the main line, they were thus put before the public as one scheme, and as such the various municipalities have been induced to aid it.

The bonus from the County of Simcoe was given expressly in aid of the branch as well as the main line, and the Company is not, therefore, in a position to submit any financial scheme showing a separate application of their resources to each line.

In the interview with which you honoured me this morning, I gathered that there was a probability that the Government aid would not exceed two thousand five hundred dollars per mile, and I beg to append a statement of the scheme of the Company for completing the line, so as to comply with requirements of the Aid Act, and upon that basis; but I would venture to urge upon the Government that, if that should be their determination, an additional sum per mile should be granted for those portions of the line referred to in the petition, where the work will be of an exceptionally difficult character, and there is an entire absence of municipal aid. I refer to the work from Hamilton to the Village of Burlington—say nine miles—and through the County of Peel, from Georgetown to Clarksville, a distance of thirty-five miles, upon which latter distance the Company receives only about one thousand dollars per mile from the municipality.

I beg to enclose the certificate with regard to the subscription of stock.

I have the honour to be,
Your obedient servant,
(Signed) JOHN STUART,
President, Hamilton and North-Western Railway.

To the Hon. Adam Crooks,
Provincial Treasurer.

APPENDIX TO FINANCIAL SCHEME.

Total cost of road and equipment			$3,084,000
Less amount for rolling stock			520,000
			$2,564,000

Resources.

Bonuses		554,000	
Less discount	$41,550		
And allowed to Collingwood for harbour improvements	17,500		
		59,050	
		$494,950	
Stock		250,500	
Government aid, at $2,500 per mile		324,275	
Amount to be raised from bonds		1,494,275	
			2,564,000
Bond issue at $14,500 per mile, at 20 per cent discount		1,504,630	
Balance as above		1,494,275	
Surplus		$10,355	

Reckoning Government aid at $3,000 per mile, the amount to be raised from bonds would be	$1,429,450
Bond issue at $14,000 per mile, at 20 per cent. discount	1,452,640
Surplus	$23,190

(Signed) JOHN STUART,
President, Hamilton and North-Western Railway.

HAMILTON AND NORTH WESTERN RAILWAY,
HAMILTON, 16th March, 1874.

I hereby certify that the parties whose subscriptions are referred to in the Financial Statement, as contingent on receiving Government Aid, are parties of ample means and of ability to pay the amount subscribed, and will complete their subscriptions whenever aid sufficient to complete the line is granted.

(Signed) JOHN STUART,
Pres. H. & N. W. R.

(Copy.)

HAMILTON AND NORTH-WESTERN RAILWAY,
HAMILTON, 18th March, 1874.

SIR,—Referring to my communication of the 16th instant, and to your observations thereon, at the interview with which you honoured me this morning, I beg to say, that when you objected to the amount of bonded debt proposed, viz. $14,000 or $14,500 per mile, as being in excess of the amount which had heretofore been considered as a reasonable debt with which a railway might be burdened exclusive of equipment, I failed to inform you that we contemplated an issue of bonds, bearing six per cent. interest, while the the usual rate of interest was seven per cent., and that therefore the issue we proposed, although nominally $2,000 or 2,500 in excess, was in reality no more than about the equivalent of the limit of $12,000 of seven per cent. bonds.

You, however, stated, that if we were prepared to furnish evidence of our ability to find a responsible contractor, who would enter into a contract to construct the road on the basis we had submitted, the objection would be removed.

I beg now to say that this Company is able to comply with the wishes of the Government, in this respect, and to furnish evidence which I have no doubt will be deemed entirely satisfactory.

I stated to you verbally, that for many reasons, this Company is exceedingly desirous of proceeding with the construction of both the main line and the branch to Collingwood, at the same time ; and I trust, that the explanation I have offered, in reference to the bonded debt, together with the undertaking of the contractor referred to, will obviate whatever difficulty you may have felt, as to recommending the Government to grant the subsidy on both lines.

I have the honour to be, Sir,
Your obedient servant,
(Signed) JOHN STUART,
Pres. H. & N. W. R.

The Hon. Adam Crooks,
Provincial Treasurer, Toronto.

(Copy.)

HAMILTON AND NORTH-WESTERN RAILWAY,
HAMILTON, 19th March, 1874.

DEAR SIR,—In compliance with your request, I beg to say that I am prepared to enter into a binding contract with your Company, for the construction of the " Hamilton and North-

Western Railway," from Hamilton to Barrie and Collingwood, for an amount within the estimated cost by your Engineer, and to take in payment for the same, the proceeds of the municipal bonuses granted to the Company, the Government Aid applied for, viz, not less than $2,500 per mile with an additional grant of $500 per mile, on 44 miles of exceptionally costly road, together with the mortgage bonds of the Company for $14,500 per mile, and the stock subscribed, and agreed to be suberibed, all in accordance with the financial scheme submitted by your Company to the Government.

Yours truly,
(Signed) WM. HENDRIE,
Contractor.

John Stuart, Esq.,
President, H. & N. W. Railway, Hamilton

RETURN

Of Correspondence and Papers relating to the application of the "Victoria Railway Company," for aid.

By Command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 4th March, 1874.

SCHEDULE OF PAPERS RELATING TO THE "VICTORIA RAILWAY."

1873.
Dec. 26.—Petition of Company.

(Copy.)

To His Excellency the Lieutenant-Governor in Council.

The Petition of the "Victoria Railway Company,"

HUMBLY SHEWETH :—

That it is the proposal of the said Company to build their railway to connect with the Toronto and Nipissing Railway somewhere in the Township of Reach or vicinity, with the Whitby and Port Perry Railway in the same township, with the Midland Railway, and with the proposed Grand Junction Railway, should it be built, at Lindsay. From Lindsay, it is proposed to build the railway northwards, through the Township of Fenelon to the important manufacturing Village of Fenelon Falls, thence in a north-easterly direction along the valley of the Burnt River, past the newly-discovered iron mines in Snowden, to Haliburton, in the Township of Dysart, in the County of Peterborough, thence in a North-easterly direction to a point at or near the confluence of the Des Moines with the Ottawa River.

Your Petitioners humbly beg to shew that in the valley of the Upper Ottawa and its tributaries there are variously estimated to be employed 12,000 men, 10,000 horses, and 8,000 cattle in the great lumbering trade of that region.

The supplies required by this army of labourers are drawn largely from the Western portion of this Province, at very great disadvantage to the producer, and equally great loss to the consumer, in consequence of the heavy charges for freight over various railways, steamboats, and the teaming necessary to carry the said supplies to the main points of consumption. It is only requisite to state that a barrel of pork, worth $25 at points in Western Canada, becomes worth, on the upper regions of the Ottawa, $50, while hay, worth from $16 to $25 along the "Front," becomes worth from $60 to $80 where consumed; other articles in proportion. Whereas, if our proposed railway were constructed, freights would be reduced to a fraction of the present cost, thus increasing the profits of the agriculturist by increasing the demand for his products, and adding largely to the profits of the consumer by decreasing the cost of production of lumber and timber, augmenting vastly the yearly residuum of capital saved to the country as the profits of the agricultural and timber business. The construction of The Northern Colonization Railway, which has been subsidized by the Quebec Government with 10,000 acres of land per mile, and by various municipalities (Montreal giving $1,000,000) to the extent of $10,000 in cash per mile, ensures access to the Upper

Ottawa for the products of the people able to ship by the Northern Colonization Railway or the Canada Central, the proposed Ottawa and Grand Junction Railway, the Ottawa and Brockville, the Prescott and Ottawa, and the proposed Kingston and Pembroke Railways, all converging on the Ottawa, and which, combined with the navigation of that river, affords the whole Eastern end of the Province of Ontario and the Western portion of the Province of Quebec ample facilities for a largely preponderating share of the traffic rapidly rising on the Upper Ottawa. The Victoria Railway, on the other hand, would afford the only means of access to the same region to the population which may have facilities for shipment by The Midland the proposed Grand Junction, and Bowmanville and Lindsay Railways, *via* Lindsay, while the whole population of the Western portion of the Province, having railway communication to Toronto and Whitby, could ship *via* the Toronto and Nipissing, and Whitby and Port Perry, and Victoria Railways to the Upper Ottawa the articles mainly contributed from the Western Province, such as pork, flour, and other kinds of provisions and general merchandise.

Your Petitioners humbly beg to shew that without the construction of the Victoria Railway to the Valley of the Upper Ottawa, three fourths of the population of the Province of Ontario, can have no possible access for shipment of supplies to that region, except by the Northern Colonization Railway and the River Ottawa

Your Petitioners humbly beg to show that several municipalities have already subsidized The Victoria Railway Company, and that the Company is actively negotiating with the remainder of the municipalities concerned, with every hope of success, to obtain the balance of the municipal bonuses required by the Company to enable it to proceed with the construction of the Railway, subject to the assurance of the support of the Government.

The financial programme of the Company may be briefly stated as follows: the total cost of the Railway is estimated at $20,000 per mile. From the Junction with the Toronto and Nipissing Railway, and the Junction with the Whitby and Port Perry Railway, *via* Lindsay and Fenelon Falls to Haliburton, would be 73 miles, for which there is expected from the municipalities, the amount of $3,600 per mile, and from the Government as hereinafter petitioned for $3,000 per mile, for the distance from Wick and Port Perry to Fenelon Falls, and $5,000 per mile thence to Haliburton, or an average for the whole distance of $4,000 per mile, equivalent to a total of $7,600 per mile, less discount on debentures or in round numbers, about $7,000 per mile. The charter of the Company gives power to issue $12,000 per mile of bonds, estimated to produce $10,000 cash per mile, or $17,000 per mile. The balance of $3,000 per mile would be made up with the stock and credit, personal or general, of the Company, for that distance. For the section from Haliburton to the Ottawa River which is beyond the reach of municipal assistance, and not attractive to private capital, your Petitioners humbly pray, that, as it is through a totally uninhabited district, in its primitive state, that the Government subsidy to secure the construction of this or any such Railway, must necessarily amount to $9,000 per mile in cash. Your Petitioners will however undertake the construction of the said section of the Railway, for the sum of $5,500 in cash per mile, and five thousand acres of land per mile, in a continuous strip of equal width along both sides of the Railway to the Ottawa River, in all for the last section, $550,000 in cash, and 500,000 acres of land. An amount equivalent only to about one half the amount voted per mile, by the Quebec Government and Municipalities in aid of the Northern Colonization Railway, to secure the trade of that region to the City of Montreal and other Ports on the St. Lawrence.

Your Petitioners beg to state that they have no desire to acquire the said lands for any other purpose than to use them as part payment for labour on the Railway.

To secure the rapid construction of the proposed Railway, your Petitioners are willing to co operate with the Government of the Province, in assisting from 2,000 to 3000 emigrants or others, to go to work upon the line of Railway, and make settlements upon the lands in its vicinity, during and after its construction. The Company will be willing to pay four dollars per head in aid of such emigrants as may be specially selected for this work, by the Government Agents in Great Britain, Denmark Sweden or Norway, emigrants from the latter Countries having been found by experience to be exceedingly industrious and easily located. The Company propose to pay to the labourers upon their line of Railway a fixed scale of cash wages, and also to those who may desire to obtain lands upon the line of railway, a certain amount of cash per diem and the balance in land, so that in the event of

the labourer working for a certain length of time upon the Railway, he would have earned for himself a free deed to a given amount of land—the land being converted into payment for labour, and the labourer into a freeholder, a producer of food for himself, traffic for Railways and ships, and revenue to the Government.

Your petitioners have no doubt that it would be much easier for them to build the railway with altogether a money subsidy, than with a subsidy composed partly of money and partly of land. The lands sold on the line of railway might recoup the Government for the expenditure of a total cash subsidy for this line of railway.

The point of special advantage to the Government in granting a mixed subsidy would be that the agency of the Railway Company would be secured to take charge of the large body of labourers, to provide for and locate them as permanent settlers along the line of railway—the interests of the railway Company and settlers being manifestly identical.

Your petitioners believe it to be superfluous to call the attention of His Excellency the Lieutenant-Governor in Council, to the general results which would flow to the country from the construction of the proposed Railway for the most part through a thinly or totally uninhabited country, and to the establishment on the Upper Ottawa of a base of supplies for the great lumber interests of that region. The settlement of the labouring population employed in the construction of the Railway in the first instance, might be in part effected in villages to be erected by the Company at points along the line where saw mills and other industrial occupations would be established.

The immediate settlement of a large area of country on both sides of the line of Railway in the new districts would unquestionably amply reward the country for the primary investment made by the Government in the said Railway.

The exports of timber and lumber of various kinds would be increased to an extent something parallel to the shipments by the Northern Railway, which have been the source of so great an amount of prosperity to the region north of the City of Toronto.

The Company propose if the prayer of this petition is successful, to commence work immediately after the Government assistance has been assured, and it is hoped by the Company that it will be enabled to build the Railway to Haliburton in two years, and to the Ottawa River in three years from its commencement.

The Company humbly petition for the Government subsidy, if granted, to be payable upon every 20 miles as completed, or for shorter distances as the Government may seem fit and proper.

Your Petitioners beg humbly to state, that in consequence of the vast numbers of operatives recently thrown out of employment in this Province and the adjoining States, that a favourable opportunity presents itself for securing the settlement of large numbers of those of British origin along the line of this Railway.

While your Petitioners hope, as a company, prospectively to enjoy a reasonable recompense for the investment of their means, credit and time, they are also actuated by a desire to identify themselves with the construction of a Railway which will open to civilization and commerce so vast an extent of country, and be the cause of so much general prosperity.

Your Petitioners beg humbly to call the attention of the Lieutenant-Governor in Council to the fact, that from the inadequacy of the means supplied by previous Governments that no Railway Company has as yet succeeded in attracting sufficient capital to enable it to penetrate with a Railway the unsettled portions of this country, and that this Company without the support petitioned for, would also be wholly unable to achieve the splendid results desiderated.

And your Petitioners will ever pray.

(Signed) G. Laidlaw, [L. S.]
President, V. R. Co.

Toronto, 26th December, 1873.

27th Dec. 1873. Ack'd.

SUPPLEMENTARY RETURN

Of Correspondence and Papers relating to the "Victoria Railway," subsequent to 4th March, 1874.

By Command,

C. F. FRASER,

Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 14th March, 1874.

Schedule of Correspondence and Papers relating to the Company.

1874.

March 6.—Letter from President of Company to Hon. Attorney-General.
March 9.—Letter from Assistant-Secretary Eckart to President of Company.
March 9.—Memorandum from President of Company.
March 13.—Letter from the President of Company to Hon. Attorney-General.
March 16.—Letter from Assistant-Secretary Eckart to President of Company.
March 16.—Letter from President of Company to Hon. Provincial Secretary.
March 18.—Letter from President of Company to Hon. Provincial Secretary.
Memo. in *re* Company.

(Copy.)

TORONTO, March 6th, 1874.

SIR,—I have the honour of informing you that having regard to the declaration made by you in the House on the subject of the Victoria Railway Scheme and the advanced state of the Session, and the quantity of business entitled to precedence from having been brought earlier before the Government, I have to say that, assuming the Government is prepared to proceed at once with the grant of aid, under the existing laws, from Lindsay to Haliburton, at $4,000 a mile, the Company is prepared to relieve the Government from the consideration of the other portions of the scheme until the recess, when they hope it will be taken up with the view to devising some plan for submission at the next Session of the Legislature.

It is, however, of vital importance that the aid asked for in this letter should be at once given, as the operations in the localities to be served by the line, and the arrangements for the other parts of their financial scheme for the completion of the great enterprize they have undertaken, cannot be prosecuted until the Government has agreed to this partial assistance.

The sum of $4,000 a mile has been mentioned, as the country north of Lindsay is from the very limits of the town, and along the line which the road must take, of such a character as to make the maximum amount of assistance necessary to success, and as to bring it within the literal meaning of that part of the Act which refers to sparsely settled districts—miles intervening without a settler.

I have the honour to be,
Your obedient Servant,
(Signed) G. LAIDLAW,
President Victoria Railway Company.

Hon. O. Mowat.
Attorney-General.

(Copy.)

Provincial Secretary's Office,
Toronto, 9th March, 1874.

Sir,—I am directed to acknowledge the receipt of your letter of the 6th inst., addressed to the Honourable the Attorney-General, and to state in reply that, before the application of the "Victoria Railway Company" for aid, can be brought under the consideration of His Excellency the Lieutenant-Governor in Council, it is necessary that such application be based upon similar data as that required from other railways, namely: First—the route defined by sections, with the estimated cost of construction; secondly—the resources of the Company for that purpose, shewing stock, subscriptions, municipal bonuses, the amount to be raised by bonds of the Company, and from all other sources, and as to whether the Company has been organized, and, if so, when.

I have the honour to remain,
Your obedient servant,
(Signed) I. R. Eckart,
Assistant-Secretary.

G. Laidlaw, Esq.,
President, Victoria Railway Company, Toronto.

Victoria Railway Company.

Memorandum in reference to grounds for aid.

1. Between Lindsay and Haliburton there are over 485,000 acres of unpatented lands: an equivalent to 12 townships.

2. The official (coloured) map shews that the major part of this is good land.

3. The greater part of the patented land is wild.

4. Beyond Haliburton all the land except the English Company's, is Government land.

5. Between Lindsay and Haliburton, fifteen of the townships are free grant, which this road would give access to.

6. The proposed line, following from Fenelon Falls the line of the Burnt River; goes within, say 200 yards or so of the Snowdon Iron Mine, for the working of which a company has been formed.

The lead mines of Galway, which have been partly worked, are about four miles off.

There are other mineral lands along the proposed route of the railway.

7. The Railway would cross the Monck, Bobcaygeon, and Cameron Colonization Roads, and would be, at Haliburton, only six miles from the Peterson Road, which is connected by a good road with Haliburton.

This would bring within a reasonable distance of the railway before reaching Haliburton, some twenty Government townships.

8. The Peterson Road which the railway would cross after leaving Haliburton, runs east and west, connecting on the west with the Bobcaygeon Road, and on the east with the Hastings Road.

9. These various roads, and other roads, built by the English Company, would give access to the Railway from east, west, north, and south.

10. The Peterson Road connects with Muskoka and also by the Opeongo Road, with Ottawa.

11. The area unsettled between the St. Lawrence and Lake Ontario on the south, and the Ottawa River on the north, is nearly ten millions of acres, most of which is reported in the Crown Lands Department to be good.

12. The distances between Lindsay and Haliburton are nearly as follows:—

	Miles.
From Lindsay to Fenelon Falls, say	15
From Fenelon Falls to Kinmount, say	17
From Kinmount to Haliburton, say	20
Total	52

13. The Company has got a bonus from the Town of Lindsay of $60,000. The township of Somerville has given a small bonus, and other municipalities through their representatives, have promised aid.

14. The Company was required by its Act of incorporation to have $100,000 of stock subscribed, and $10,000 paid up before going into operation; but the shareholders, thinking a larger amount should be subscribed and paid, had $150,000 subscribed and $15,000 paid up about two years ago.

This is a larger cash deposit than was required to start the Toronto and Nipissing Railway.

15. The railway would pass through a valuable hardwood tract of country with good water power. Fenelon Falls Village, although now comparatively speaking in a wilderness, is a large manufacturer of lumber and products of lumber; and annually manufactures millions of feet of lumber more than it can ship, because of insufficient means of transportation. In the summer of 1872 vessels and barges were only able to do a few weeks work, in consequence of the river being blocked with saw logs, &c.

16. It is estimated that from 80 to 100 millions of feet of sawn lumber, square timber, and black birch, would be annually carried by the Railway, from points between Lindsay and Haliburton.

16. If the Company can get $4,000 a mile from the Government, it would still have to pay between $3,000 and $4,000 a mile beyond its bond issue and all aid; and in hazardous enterprises of this sort, no company can undertake construction without the most liberal aid.

G. Laidlaw,
President.

Toronto, March 9th, 1874.

Victoria Railway, President's Office,
Toronto, March 13th, 1874.

Sir,—In answer to your favor of the 9th inst., I have the honour to state that the information sought was furnished in a prior communication signed by myself with the exception of the date of the organization of the Company which took place on the 22nd April, 1872.

The original Board of Directors consisted of the following gentlemen, viz: Messrs. Geo. Stephen, (Montreal,) C. J. Campbell, Wm. Thomson, C. W. Bunting, John Morison, J. C. J. C. Fitch, W. W. Copp, H. P. Dwight and G. Laidlaw.

Yours respectfully,
G. Laidlaw.

The Honourable the Athorney-General,
Toronto.

Provincial Secretarys Office,
Toronto, 16th March, 1874.

Sir,—I am directed to acknowledge the receipt of your communication of 6th instant, applying for aid to the "Victoria Railway Company," from Lindsay to Haliburton, at the rate of $4,000 per mile, and to mention that this application has been under the consideration of His Excellency the Lieutenant Governor in Council. In administering the sums granted by the Acts in aid of railways, each railway has been required to furnish to the Government, its financial scheme from which assuming that a certain amount of Government aid is granted, it would appear that the Company is in a position whence it may be reasonably inferred it has sufficient means to complete its railway without equipment. This scheme involves survey and estimate of probable cost, and the means to meet it derived from municipal bonuses, stock subscriptions, proceeds of bonds and Government aid. I am also directed to mention that this proposed Railway is looked upon as one entitled to favourable consideration by the Government.

I have the honour to be, sir,
Your obedient servant,
(Signed) I. R. Eckart,
Assistant-Secretary.

George Laidlaw, Esq.,
President Victoria Railway Company.

VICTORIA RAILWAY, PRESIDENT'S OFFICE,
TORONTO, March 16th, 1874.

SIR,—I have the honor to acknowledge the receipt of your communication of this date, in effect requiring the financial programme of the "Victoria Railway Company," and stating that the proposed railway is looked on as one entitled to favourable consideration by the Government.

In reply, I beg to state that the distance from Lindsay to Haliburton is about 52 miles.

The company's estimate of cost is about $22,000 per mile, obtained, or to be obtained, as follows :—

1st. $4,000 per mile to be obtained from the Government.
2nd. To be raised by the Company, $3,000 per mile.
3rd. From the municipalities $3,000 per mile, as follows :—

Bonuses Granted.

Lindsay	$60,000 00
Somerville	5,000 00
Total	$65,000 00

To be obtained :—

North Peterboro' ready to be voted as soon as legally permitted to be voted	$60,000 00
Somerville (additional)	5,000 00
Fenelon	25,000 00
Verulam	10,000 00
Total	$165,000 00

Bonds of the Company authorized $12,000 per mile, Total $22,000 per mile, excepting whatever may be lost in the shape of discount on the securities.

The total amount of stock subscribed is $150,000, as per the stock book herewith placed in your hands, and from which there has been very little transferred.

No doubt some deduction must be made on account of discount on the Company's securities, but if the company are authorized by the Order in Council, to have free right of way through the Crown domain, and such timber as is required for the construction of the railway, where not otherwise sold or licensed, the privilege will probably go far to equalize the loss on the Company's securities.

The Company are prepared to take immediate steps to prosecute the construction of the line, upon the Order in Council being passed for $4,000 per mile.

The Company employed an Engineer to survey the distance from Fenelon Falls to Lindsay, and in following the Valley of the Burnt River, from Fenelon Falls to Haliburton, the Company have ascertained, that there are no difficulties, not even the average difficulties of railway building in Canada.

In consequence of the traffic arrangements of the "Victoria Railway Company," being left subject to the order of the Government of the day, as regards the interchange of traffic between the various railways, the Towns of Lindsay, Peterboro', Cobourg and Port Hope are all equally interested with the City of Toronto, and the Western Peninsula, in the successful construction of the road.

I have the honour to be, Sir,
Your obedient servant,

(Signed,) G. LAIDLAW,
President, V. R.

Hon. C. F. Fraser,
Provincial Secretary.

(Copy.)

VICTORIA RAILWAY, PRESIDENT'S OFFICE,
TORONTO, March 18th, 1874.

SIR,—The "Victoria Railway Company" have reconsidered the terms of their application for aid, and now beg to ask that aid may be granted from the Town of Lindsay for a distance of twenty or thirty miles northwards, at the rate of four thousand ($4,000) dollars per mile.

It is important that this aid should be granted to enable the Company to prosecute their work this season, and I have the honour to beg from the Government their most favourable consideration for the aid sought.

As the Company have to deal with the English Land Society and other municipalities further north, we hope the Government will promise such further encouragement as will place the Company in the best position to make the balance of their financial arrangements.

I have the honour to be, Sir,

Your obedient servant,

(Signed) G. LAIDLAW,
President V. R. Co.

Hon. C. F. Fraser, Provincial Secretary.

Memo. for Mr Crooks: re "Victoria Railway."

If the railway were built to the Bobcaygeon Road, it would at once connect with the system of roads running north and south and east and west.

The Bobcaygeon Road would give connection with Lake Ontario, and on the north with the Muskoka Road, the Peterson Road, the Ottawa and Opeongo, and the Hastings and Monck roads, all colonization roads.

RETURN

Of Correspondence and Papers relating to the "Cobourg, Peterboro', and Marmora Railway and Mining Company," subsequent to that printed in Sessional Papers of 1873.

By Command.

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 5th March, 1874.

Schedule of Papers and Correspondence relating to the "Cobourg, Peterboro' and Marmora Railway and Mining Company."

1873.
March 29.—Letter from Assistant-Secretary Eckart to J. D. Armour, Solicitor of Company.
" 26.—Copy of Order in Council.
April 28.—Letter from J. D. Armour, Solicitor of Company, to Hon. Provincial Secretary.
May 13.—Letter from Assistant-Secretary Eckart to E. A. Meredith, Under Secretary of State, Ottawa.
" 15.—Letter from E. A. Meredith, Under-Secretary of State to Assistant-Secretary Eckart.
June 8.—Letter from Secretary of Company to Hon. Provincial Secretary.
July 10.—Letter from Secretary of Company to Hon. Provincial Secretary.
1874.
Feb. 17.—Letter from J. D. Armour, Solicitor of Company, to Hon. Provincial Secretary.
" 17.—Petition of Company.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 29th March, 1873.

SIR,—I have the honour to transmit herewith a copy of an Order in Council, approved of by His Excellency the Lieutenant-Governor the 26th day of March, A. D. 1873, relating to the application of the "Cobourg, Peterboro' and Marmora Railway and Mining Company," for aid under the "Acts in aid of Railways."

I have the honour to be,
Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Assistant-Secretary.

J. D. Armour, Esq.,
Solicitor for the "Cobourg, Peterboro' and Marmora Railway and Mining Company,"
Cobourg.

COPY of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-sixth day of March, A.D. 1873.

The Committee of Council have had under consideration the application of the "Cobourg, Peterborough and Marmora Railway and Mining Company," for aid under "Act in aid of Railways," and they advise that, subject to the ratification of this Order in Council by Resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund, to the said company, on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said railway, between Ashburnham and Chemong Lake.

Certified,

(Signed) J. G. SCOTT,
Clerk, Executive Council, Ontario.

(Copy.)

SIR,—The maps or plans and books of reference of the Cobourg and Peterborough Railway, were deposited with the Provincial Secretary before Confederation, and are now at Ottawa, I think, in the Department of Public Works. As this railway is a merely local work I applied to have these maps forwarded to Toronto, to your office, in order that they might be more readily accessible for reference, but was informed that the authorities there would only forward them upon the requisition of the Ontario Government.

May I ask such requisition to be made, as reference is constantly required to be made to them.

I am, sir,
Your obedient servant,
(Signed) J. D. ARMOUR,

The Honourable the Provincial Secretary,
Cobourg, April 28th, 1873.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 13th May, 1873.

SIR,—I am directed to request you to be good enough to forward to this Department, the plans and books of reference of the "Cobourg and Peterborough Railway Company," said to have been forwarded to the Honourable the Secretary of the late Province of Canada prior to 1867. Several applications have been made at this office for reference to them; hence this request for their transfer.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Assistant-Secretary.

E. A. Meredith, Esq.,
Under Secretary of State, (Provinces,) Ottawa.

THE SECRETARY OF STATE FOR THE PROVINCES,
OTTAWA, 15th May, 1873.

SIR,- I have the honour to acknowledge the receipt of your letter (No. 615) of the 13th instant, requesting that the plans and books of reference of the "Cobourg and Peterborough Railway Company," said to have been forwarded to the Secretary of the late Province of Canada, prior to 1867, may be transferred to the Provincial Secretary's Department, at Toronto.

Your letter has been transferred to the Department of Public Works, in which Department all plans and other documents connected with railways are filed.

I have the honour to be,
Sir,
Your most obedient servant,

(Signed) E. A. MEREDITH,
Under Secretary of State for the Provinces.

I. R. Eckart, Esq., Assistant-Secretary,
Toronto.

COBOURG, PETERBOROUGH AND MARMORA RAILWAY AND MINING COMPANY,
COBOURG, CANADA, June 8th, 1873.

SIR,—I have the honour to inform you that it is the intention of the Cobourg, Peterborough and Marmora Railway and Mining Company, to open that portion of their railway from Rice Lake to Chemong Lake, in one month after the receipt by you of this notice.

I am, Sir,
Your obedient servant,

(Signed) FRED. J. HAYDEN,
Secretary.

Hon. The Provincial Secretary.

(Copy.)

"COBOURG, PETERBOROUGH AND MARMORA RAILWAY AND MINING COMPANY,"
COBOURG, CANADA, 10th July, 1873.

SIR,—I have the honour to inform you that the "Cobourg, Peterborough and Marmora Railway and Mining Company," have completed that portion of their railway, from the Village of Ashburnham to Chemong Lake, so that the same is, in their opinion, sufficiently completed for the safe conveyance of passengers, and ready for inspection.

I am, Sir,
Your obedient servant,

(Signed) FRED. J. HAYDEN,
Secretary.

Hon. The Provincial Secretary,
Toronto.
11th July, 1873, acknowledged A.

(Copy.)

COBOURG, February 17th, 1874.

SIR,—I have the honour herewith to transmit to you the application of the "Cobourg, Peterborough and Marmora Railway and Mining Company," praying for aid under the Act in aid of Railways, and under the proposed Act respecting the Railway Fund and the Railway Subsidy Fund.

Yours truly,

(Signed) J. D. ARMOUR,
Solicitor, C. P. & M. R. & M. Co.

Hon. C. F. Fraser,
Provincial Secretary.
18th February, 1874, acknowledged A.

(Copy.)

To His Excellency the Lieutenant-Governor, and to The Honourable the Executive Council of the Province of Ontario.

The Petition of "The Cobourg, Peterborough and Marmora Railway and Mining Company,"

HUMBLY SHEWETH :—

1. That your Petitioners in the spring of the year of our Lord one thousand eight hundred and sixty-seven, commenced to construct their railway from the Narrows on the River Trent, to their iron mines in the Township of Belmont, and finished and completed their said railway in the fall of the said year.

2. That the length of the said railway from the Narrows to the mines is about ten miles.

3. That your Petitioners have been, during and since the said year of our Lord one thousand eight hundred and sixty-seven, engaged in the mining of iron ore at their said mines, and exporting the same to the United States, transporting the said ore from their said mines by the said railway to the Narrows, and thence by boats and scows to Harwood, and thence by their railway to Cobourg.

4. That during and since the said year of our Lord one thousand eight hundred and sixty-seven, your Petitioners have mined and exported one hundred and thirteen thousand tons of iron ore, and have expended in mining the same the sum of five hundred thousand dollars, and have kept continually employed in mining the said ore, one hundred and seventy-five men.

5. That your Petitioners laboured under many difficulties at the commencement of their undertaking, but their position and prospects are steadily improving, and they have been able each succeeding year to increase the quantity of ore exported over that exported in the preceding year, so that your Petitioners now confidently expect that they will be able in the year of Our Lord one thousand eight hundred and seventy-six, to increase their export of ore to sixty thousand tons a year, and to employ, in mining the same, four hundred men !

6. Your Petitioners' works have had the effect of very much improving that part of the country in which their mines are situate, and of inducing settlement there to a great extent.

7. Your Petitioners are now desirous of extending their railway from the Narrows to the Rice Lake, a distance of about ten miles, in order to avoid the difficulties and delays of the navigation of the River Trent.

8. Your Petitioners more fully set forth their position in their Petition to your Excellency and Council, under date of the fourth day of March, A.D. 1872, asking for aid under the Act in aid of Railways, to which Petition your Petitioners crave leave to refer your Excellency and Council.

9. Your Petitioners respectfully submit that under the facts and circumstances above, and in the said Petition set forth, that portion of your Petitioners railway already in the said year of our Lord one thousand eight hundred and sixty seven, constructed from the said mines to the Narrows, as well as that portion proposed to be constructed from the Narrows to Rice Lake, are entitled to aid under "The Act in aid of Railways," and under the proposed "Act respecting the Railway Fund and the Railway Subsidy Fund," when passed.

10. Your Petitioners therefore pray that your Excellency and Council may be pleased to grant to your Petitioners aid under the said Act, and under the said proposed Act when passed in respect of your Petitioners railway from their mines to the Narrows, as well as in respect of their proposed railway from the Narrows to the Rice Lake.

11. And your Petitioners as in duty bound will ever pray.

(Signed) WM. IRVINE STANTON, (L.S.)
Vice-President.

Dated this 17th day of February, A.D. 1874.

(No. 38.)

RETURN to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a Return shewing the number of the various lots, concessions and townships which have been located in the Free Grants Districts during the years 1872 and 1873, giving the names of the locatees with the dates of settlement; the Return to show whet er or not said lots have been abandoned by such locatees. *(Not printed.)*

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a Return showing the names of all persons who relinquished the Timber Berths purchased by them at the Government Sale, in the Fall of 1872; the amount forfeited by each purchaser; the amount of purchase money, if any, returned to each purchaser; and the number of the several Berths re-sold at any subsequent sale; the names of the purchasers, and the price paid therefor.

Presented to the Legislative Assembly, by command of His Excellency the Lieutenant-Governor.

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 10th March, 1874.

Department of Crown Lands,

Woods and Forest Branch,

Toronto, March 9th, 1874.

Sir,—As requested in your letter of 6th inst., I herewith have the honour to transmit a "Return showing the names of all persons who relinquished the Timber Berths purchased by them at the Government Sale, in the Fall of 1872; the amount forfeited by each purchaser; the amount of purchase money (if any) returned to each purchaser; and the number of the several berths re-sold at any subsequent sale; the names of the purchasers, and the price paid therefor," called for by Resolution of the Honourable the Legislative Assembly.

I have the honour to be,

Your obedient Servant,

Thos. H. Johnson,
Assistant Commissioner.

The Hon. The Provincial Secretary,
Toronto.

RETURN showing the Names of all Persons who relinquished the Timber Berths purchased by them at the Government Sale, in the Fall of 1872; the amount forfeited by each purchaser; the amount of purchase money returned to each purchaser; the numbers of the several Berths re-sold at any subsequent sale; the names of the purchasers, and the price paid therefor.

Names of Purchasers of relinquished Berths.	Numbers of Berths.	Area in Square Miles.	Amount of Purchase (Bonus.)	Amount forfeited.	Amount of Purchase Money returned.	Numbers of Berths re-sold.	Names of Purchasers.	Price paid therefor (Bonus.)
			$ cts.	$ cts.	$ cts.			$ cts.
William McDonald	11	36	2520 00	Nil.	Nil.			
F. Chamberlin	47	36	1980 00	do	do			
Do	62	36	3240 00	do	do			
Do	77	36	2700 00	do	do			
Do	79	36	1620 00	do	do			
Do	86	36	2160 00	do	do			
Do	87	36	2160 00	do	do			
Do	91	36	6120 00	do	do			
Martin Lynch	85	36	2160 00	do	do	85	W. H. Browse	2160 00
Do	110	36	4140 00	do	do			
Do	124	36	5400 00	do	do	124	W. H. Browse	5400 00
Do	148	36	4320 00	do	do	148	Joseph Price *et al*	4320 00
Do	150	36	7020 00	do	do			
J. S. Castleman	116	33	2970 00	do	do			
Allan Gunn	154	26½	6360 00	do	do			
Do	155	28	6300 00	do	do			
William Douglass	168	36	5940 00	do	do	168	G. D'Arcy Boulton	5940 00
Do	174	36	7020 00	do	do	174	do	7020 00
Do	185	31	8680 00	do	do	185	do	8680 00
Relinquished		658½	82810 00					33520 00
Re-sold			33520 00					
Resumed (undisposed of)			49290 00					

DEPARTMENT OF CROWN LANDS,
9th March, 1874.

THOMAS H. JOHNSON,
Assistant Commissioner.

REPORT

OF

GEORGE T. DENISON,

SPECIAL COMMISSIONER OF EMIGRATION TO GREAT BRITAIN,

ON HIS

MISSION TO ENGLAND,

AND ON

MR. ARCH'S VISIT TO CANADA.

Printed by Order of the Legislative Assembly.

Toronto:
PRINTED BY HUNTER, ROSE & CO., 86 & 88 KING ST. WEST.
1874.

REPORT.

Toronto, 21st February, 1874.

Sir,—I have the honour to make the following report on Mr. Arch's visit to this Province, and my subsequent mission to England as Special Commissioner from the Government of Ontario, in connection with the agricultural labourers' movement:—

In accordance with instructions received from you, I met Messrs. Arch and Clayden at Port Hope, on the 25th September last, and came with them to Toronto, where rooms were secured for them at the Queen's Hotel. On the 26th we went to Niagara Falls, and from there visited the Pelham Township Show; then went to Hamilton, and there attended the Central Fair, and returned on the 2nd October to Toronto. On the 4th October we went up to the Muskoka District, visiting Bracebridge and Huntsville, accompanied by Mr. Cockburn, M.P., who gave us every assistance in his power. On the 7th we returned to Toronto, and on the 10th went to Paris, and attended the Brant County Agricultural Show, and visited the farm of the Hon. George Brown, at Bow Park. From there we went to London, and while there visited St. Thomas and the surrounding country. Mr. Arch then spent a week with his friends in the neighbourhood of Paris. A visit was also made to Whitby, and then Ottawa, from which last place they departed on the 25th October, for New York.

During his visit in Ontario, Mr. Arch had every opportunity of obtaining valuable information as to the advantages of this Province as a field for emigration. In every locality he visited, he met numbers of the leading citizens, and took occasion also to converse freely with labouring men wherever he came in contact with them, and the result of his enquiries was a most favourable impression of this Province.

The most important request that he made upon the Government on behalf of his people was, that registries should be made of the names of all those who required labour, in order that he should feel secure that in sending labourers to Canada, there would be a certainty of there being a demand for their labour. This the Government considered favourably, and circulars have, I understand, been issued with the view of carrying out Mr. Arch's views on this point.

Mr. Arch also requested that the Government should send a special representative to England to aid and assist in the matter, and I was consequently appointed in that capacity, and went to England for that purpose last November. On arrival at Liverpool I went the same day to Leamington, the head quarters of the union, and placed myself at once in communication with the officers of the organization.

On the 1st December, a large public meeting was held at Leamington, at which Mr. Arch made his first public report of his mission to Canada. This speech was a most favourable one, and a verbatim report having been secured, I, after communication with the Government, ordered forty thousand copies to be struck off in pamphlet form, for distribution throughout the agricultural districts.

The following extract from the speech has been printed on the title page as a motto:—

"I say this to-night, that if I had not upon my shoulders the responsibility that I have in this country with regard to this movement, and if the farm labourers of England will release me from my responsibility, I will take with me my wife and family and go to Canada, for it is a better land than England."

People in this country can hardly estimate the importance of this announcement to Canada. Hitherto the labouring classes, who are the most valuable emigrants to us, have been practically unable as well as unwilling to emigrate. We have had artizans from the towns and cities coming out by individual effort, and the reports of those who had emi-

grated had some effect in inducing their friends to follow them. The small tradesmen, the bakers, butchers, millers, and small farmers had also come out to a limited extent; but until lately the farm labourers have been like serfs, bound to the soil by the chains of an abject poverty. Uneducated, ill paid, ill fed, subsisting partly on their wages, partly by charity, partly by sick and benefit clubs, and often by out-door relief from the poor rates—with the work-house as their only refuge in old age—it was no wonder that these poor people did not emigrate, when the cost of a passage of one adult to the new world was a sum greater than the value of the whole effects of the best off among them. The failure of the Brazilian scheme, and the hardships suffered by those who went out, were made the most of by the country papers and the farmers, and every effort was made to frighten the labourers from going abroad. Stories of wild beasts and poisonous reptiles in the new countries were circulated, the *Daily Telegraph* even going so far as to warn the labourers against going to Canada, a country infested with horned toads (whatever they are.)

In the midst of this, or at least before it, Joseph Arch appeared as the leader of a movement to elevate the labourer, and by his honesty of purpose, his ability, shrewdness, eloquence and tact, he rapidly gained an astonishing influence among his class.

The first meeting he held was on the 13th February, 1872, and in less than two years he is the president of a union of over 100,000 men, and is virtually looked up to with confidence by the whole agricultural labouring class of England, numbering, it is said, over 700,000 men. There are other unions in England besides the "National," but in attending meetings of unions led by rivals of Mr. Arch, I have been astonished to find that the masses, while following their local leaders, look beyond and past them to Mr. Arch, as their real chief. Nothing could have more forcibly impressed me with the great hold he had upon the confidence and esteem of his fellows.

One little incident which occurred to me last December will illustrate this feeling clearly. Mr. Arch and I went down to Wilmecote, a small village about three miles from Stratford-on-Avon, to hold a meeting. We were expected, and on our arrival in the village it appeared that two of the labourers had arranged and prepared tea for us, and not to disappoint them we separated, and Mr. Arch went with one, and I went with the other. While I was in the house, a number of labourers gathered in, and very soon we were all engaged in discussing Mr. Arch's merits. The general opinion was that he was a "wonderful man." One old man capped the climax as follows: "Joe Arch do be a wonderful man," said he. "These 'ere gentlefolks do make a terrible fuss about this 'ere man Shakspeare wots buried up here to Stratford-on-Avon, but he wan't half the man what Joe Arch be. A course Shakspeare could write bit plays and such, but Joe Arch ha' raised wages more nor three shillin' a week all over Warwickshire." I need not say that this sentiment was unanimously approved of.

Last year when I was in England, when I first met Mr. Arch, he was much opposed to emigration, and hoped to be able to accomplish his ends by migration simply. He soon found this to fail, and was driven by stern necessity to favour emigration, as the only hope of improving the masses. The question then came up as to the place—the Brazilian affair made them cautious—and having been empowered by you to invite Mr. Arch to Canada, and his being also invited to visit the States, it was decided by the committee of the labourers' union that he should come out and see for himself, and report upon both Canada and the States.

When we consider the exceptional position he held, the confidence his people had in him, the anxiety of the farmers, the rivalry of all our competitors in the emigration market, it will easily be understood how anxiously his report was awaited, and the attention it attracted.

The effect of his favourable report was soon perceived; the newspapers generally under the control, or in the interest of the monied classes, at once commenced a crusade against Mr. Arch and Canada. The *Times* came out with an elaborate article to show that his mission to Canada was a failure. This line was taken up by a number of other papers. My being upon the spot enabled me authoritatively to contradict this statement, which I did in the following letter, which appeared in the London *Times*, and which was extensively copied in the neutral and friendly papers:—

To the Editor of the Times.

"Sir,—Having been sent to England by the Government of Ontario, as a Special Commissioner to represent that Government in finally concluding the arrangements now being made between it and the National Labourers' Union of England, I ask your permission to explain some inaccuracies in a paragraph in the *Times* of yesterday, headed 'Mr. Arch's Mission to Canada.'

"In the first place, the Government had some time since discontinued the system of clearing five acres of land and putting up a cottage on each 100 acres; at Mr. Arch's request they have promised to put up a limited number for the use of men sent out by him from his union.

"The condition you refer to as to the free grant lands, by which settlers are required to live five years upon the land before getting their patents, is one framed entirely in the interest of the settler and against the speculator. It is no hardship to the settler, for as long as he lives upon his land his title is as unimpeachable as any title can be, and at the expiration of five years is made absolute, giving him the power to sell. Were it not for this regulation, speculators would take advantage of the poor settlers and buy their lots, and instead of whole townships being cleared up simultaneously, large portions would be left wild, until the labour of the actual settler had quadrupled to the speculators the value of the lands they had bought and neglected. Mr. Arch did not press upon the Government to abolish this condition.

"In the case of the settlement on partly cleared lots, with houses built by Government, the cost to be refunded by the settler in annual instalments, Mr. Arch requested that upon payment of the amount due, the patent should be issued at once. As the payment would of itself be a guarantee of the *bona fides* of the settler, and as Mr. Arch's people are not of the speculating class, there is every probability that Mr. Arch's views will be met on that point.

"Mr. Arch did urge strongly upon our Government that the bonus of £1 4s. 8d. should be advanced in England; and just prior to my leaving Canada, the Minister of Immigration, Mr. McKellar, informed me that the Government proposed paying that amount at once in England, in reduction of the steamship rate.

"The most important arrangement made by Mr. Arch, however, seems to have been entirely overlooked. Hitherto, emigrants have been obliged to leave England and go to Canada on the general chance of getting work. Mr. Arch urged strongly that for his men he wanted something definite. The Government therefore agreed to issue circulars to all the local authorities, agricultural societies, &c., requesting them to obtain from all farmers requiring labour, and having cottages on their farms, requisitions stating what labour they wanted. These requisitions, approved by the local authorities, are to be sent to the Government, who will forward a synopsis to the National Labourers' Union; and the men desiring to emigrate will, by that means, know before they start, where they are going, what accommodation they will have, &c. This, of itself, is an enormous advantage to a poor man with his family going into a strange country, and Mr. Arch is entitled to the thanks of his people for the manly and straightforward way in which he insisted on definite arrangements for their comfort.

"I am, sir,
"Yours, &c.,
"George T. Denison,
"*Special Commissioner.*

"Leamington, Dec. 6th."

The agents of the land companies, and other companies interested in emigration to the United States, also commenced attacks upon Canada, circulating the most malicious untruths, and giving our agents in the different localities plenty of employment in answering and contradicting them.

Mr. Arch and I then arranged for attending a series of meetings, all over the agricultural districts, as well as one large meeting in London, in the Lambeth Baths, and another immense meeting in Birmingham, where the great Town Hall was crammed to the doors—hundreds being unable to get in. In the country parts, we held meetings at Wilmecote,

Dorchester, Blandford, Bidford, Cirencester, Swindon, Reigate, and other places. At these meetings, Mr. Arch generally spoke first on the labour movement, giving his views on Canada, and introducing me to the meeting, in order that I might give details of information, which I generally did upon the following points: In the first place, I explained that Canada was the largest country in the world except Russia; that we had an immense area capable of growing wheat; that we had all the best points of the British Constitution, and local control of local affairs to the fullest extent; that our taxation was less than five dollars per head against eleven dollars in England, or twenty-one dollars and eighty-three cents in the State of New York; that our debt was small, and our finances were flourishing; that we were the third, if not the second, mercantile marine power in the world; that we could grow all kinds of grain, as well as many semi-tropical fruits and plants; that our climate was healthy and pleasant; that we had free schools; no established church; free grants of land, &c. With reference to the free grants, however, I always advised them strongly to work on some farm as a hired labourer for one or two years before settling on land of their own, and I generally concluded with the average rate of wages, and the average prices of provisions and necessaries. The meetings invariably listened with great interest and attention to all these details, and there seemed to be a general willingness to emigrate. One remarkable feature of these meetings was the great audiences that Mr. Arch drew, wherever he was announced to speak. I have heard the doubt expressed whether any man except the Right Hon. John Bright, could gather as numerous audiences as does Mr. Arch, wherever he goes. These meetings have been the best advertisement this country has ever had in England. For some weeks Mr. Arch's mission to Canada was a most prominent topic in all the papers, both in town and country, a general feeling of alarm being apparent on the part of the land owners, and those interested in farming, that an exodus would take place that would have a most injurious effect upon the agricultural prosperity of England. It became a prominent topic of conversation as well upon the railway trains as in the hotels and at private tables, and the existence of such a place as Canada was brought clearly before the public.

Another satisfactory feature in the matter was, that for the first time the English press spoke of "Canada *and* the United States." During my visit to England the year before, nothing used to grate so harshly upon my feelings, as a Canadian, as to find my country and the United States confused and mixed up together, under the general term America, some people evidently fancying that Canada was one of the States; and nothing seemed to be more difficult than to convey a clear idea of the distinction that existed between the two portions of this continent.

In the whole discussion this year, however, the States were in the back ground, and Canada was prominent in the minds of all those contemplating emigration.

On the 14th January last, Professor Goldwin Smith addressed the Trades' Congress, at Sheffield, and understanding that he purposed making allusion to Canada, as a field for emigration, I took measures to secure a verbatim report of his speech, and have had published, in connection with Mr. Arch's speech, a few of the more important extracts, which are strongly favourable to Canada. From his high reputation, and the confidence the working classes have in him, his remarks cannot fail to be of great service to us.

On the whole, Mr. Arch's mission to Canada has been most successful, as far as he was concerned, and most satisfactory to us. A feeling in favour of Canada has been created, the eyes of thousands of labourers are turned to this country as the land of promise, and it only requires now that we should do our duty here. The people should co-operate heartily with the Government in carrying out the scheme mentioned. Every farmer who is willing to hire a labourer, or who requires one, should make it his duty to send at once a requisition to the Department of Agriculture, Toronto, stating his requirements. The reeves of the different municipalities, the officers of the township and county agricultural societies, should use every effort to obtain lists of the labour wanted in their districts, and send these lists in to the Department. Mr. Arch has done his share of the work, and has done well for this country, and the people of this country should do their share. There is no doubt the labour is wanted all over Canada. The country is literally labour-starved, and if the farmers want good men, they have the best chance they have ever had, simply by making their requisitions.

Mr. Arch naturally does not intend to send his people to this country, and leave them upon our streets to obtain work, or not, as best they may. If employment is open for them, then he will send them. A little organization will save newly arrived emigrants many hardships and much anxiety; and if we want men we should be willing to exert ourselves somewhat to get them.

I cannot impress too strongly upon you the importance of giving every attention to this matter this year. Once turn the tide of emigration in this direction, and the letters home from the first comers will bring thousands more out, and will be the best emigration agents we could possibly have.

The press of Ontario could aid the work immensely, by urging upon their readers the necessity of making out lists, to be sent in to the Department, upon which the requisitions of the Government will be made to the union at Leamington.

In conclusion, I have one word to say with reference to the class of men Mr. Arch represents. I have been all through the agricultural districts, I have attended scores of the meetings, and conversed freely with the labourers, and I am satisfied from my observation that the most enterprizing and best workmen are those in the union, and as those only will be sent out by the union who are fully paid up members, they are very apt to be steady, saving, and temperate men. In addition to my own observation on this point, I have the testimony of many farmers and employers of labour, whom I met in England, who complained to me bitterly that we were taking away all their best men; they said if we were to take the panpers and idlers they would not mind, but that those who emigrated were generally the most steady workmen.

When men join the union they are to a certain extent put under a ban by the clergy and magistrates in many localities; they lose their Christmas doles; they are deprived of the advantages of the blanket-club distributions, and the various other devices for the encouragement of pauperism and serfdom; and by getting union men, we have a better chance of avoiding the pauper class, and of securing the honest and industrious labourer.

The Government of New Zealand, seeing the effect of Mr. Arch's mission to Canada, have invited him to New Zealand, offering him a free passage there and back, and all his travelling and other expenses for six months. We have got the ear of the people now, however, and although New Zealand takes out all agricultural emigrants free, the distance is so great, that if we only manage our business judiciously, we will get the lion's share of the most valuable class of labouring population for colonization purposes, that could possibly come to our shores.

I have the honour to be, Sir,
Your obedient servant,
GEORGE T. DENISON,
Special Commissioner.

To the Hon. Archibald McKellar,
Commissioner of Public Works and Immigration,
Toronto.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House Copies of all Correspondence, if any, between the Government of the Dominion and the Government of this Province since the 1st July, 1867, respecting the monument of the late Major-General Sir Isaac Brock, at Queenston, and the lands connected therewith, and a statement of the amount expended by the Province of Ontario upon such monument and grounds.

Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor,

C. F. FRASER.
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 10th March, 1874.

TORONTO, 28th February, 1874.

SIR,—I have the honor to enclose herewith a Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House a statement of the amount expended by the Province of Ontario upon the monument and grounds of the late Major-General Sir Isaac Brock, at Queenston.

I have the honour to be, Sir,
Your obedient servant,

A. CROOKS,
Treasurer.

The Hon. Provincial Secretary, Toronto.

TREASURY DEPARTMENT, ONTARIO,
TORONTO, 28th February, 1874

Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House Copies of all Correspondence, if any, between the

Government of the Dominion and the Government of this Province since the 1st July, 1867, respecting the monument of the late Major-General Sir Isaac Brock, at Queenston, and the lands connected therewith; and a statement of the amount expended by the Province of Ontario upon such monument and grounds.

A. CROOKS,
Treasurer.

1870.
Dec.

George Ellison—Pay list of men employed at Brock's monument	$650	75
Do. —Oil, lead, &c.	259	80
P. Paterson & Son—Wire rope	42	55
Kivas Tully—Travelling expenses	15	00
P. Latham— Do.	6	35
Wm. Edwards Do.	6	65
	$981	10

A. CROOKS,
Treasurer.

(Certified correct,)

W. R. HARRIS,
Accountant.

(No. 42.)

Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, petitions and correspondence in connection with charges made against Augustine McDonald, P.L.S., Superintendent of Drains in the Townships of Raleigh and Tilbury East; also, copies of instructions given to the Commissioner appointed to investigate said charges, of the evidence taken by said Commissioner, and his report thereon. *(Not printed.)*

RETURN

Of Correspondence and Papers relating to the "London, Huron, and Bruce Railway," subsequent to that printed in Sessional Papers of 1873.

By Command.

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 9th March. 1874.

Schedule of Correspondence and Papers relating to the "London, Huron, and Bruce Railway."

1873.
March 22.—Letter from J. H. Flock, to the Hon. the Provincial Treasurer, enclosing—
Feb. 28.—Detailed estimate of cost of construction.
March 29.—Letter from Assistant-Secretary Eckart, to Secretary of Company, enclosing—
March 24.—Copy of Order in Council.
April 14.—Copy of Order in Council.
April 21.—Letter from Assistant-Secretary Eckart, to William Sloan, M.D., Blyth.
Nov. 27.—Letter from Secretary of Company, to the Hon. the Provincial Secretary, enclosing—
Nov. 20.—Copy of contract, (mem. only included in return.)
Dec. 26.—Letter from Assistant-Secretary Eckart, to Secretary of Company, enclosing—
Dec. 20.—Copy of Order in Council.
1874.
Feb. 3.—Letter from Secretary of Company, to Assistant-Secretary Eckart.

(Copy)

LONDON, March 22nd, 1873.

SIR,—I have the honour to send herewith the detailed estimate of the cost of construction of the "London, Huron, and Bruce Railway" to which allusion was made in the interview with the Honourable Commissioner of Public Works and yourself, on Thursday last.

The estimate was prepared by the Chief Engineer of the "Great Western Railway Company."

I have the honour, to be,
Yours Respectfully,
(Signed) J. H. FLOCK.

Hon. A. Crooks, Provincial Treasurer,
Toronto.

(Copy.)

HAMILTON, 28th February, 1873.

London, Huron, and Bruce Railway. Estimated cost of construction from Junction, $4\frac{1}{2}$ miles, West of London to Wingham. Distance $66\frac{8}{10}$ miles.

Description.	*Amount.*
Clearing, close cutting and grubbing	$7,575 00
Grading	169,000 00
Public and private road crossings	6,990 00
Timbers in bridges, culverts, cattle guards, &c.	85,835 00
Iron	18,742 00
Piling	6,900 00
Roads, bridges	2,280 00
Fencing	55,000 00
Permanent way, including cross ties, ballasting, &c., track laying rails, &c., at 50 lbs. per yard, joint fastenings, spikes, and all complete	537,880 00
Station buildings, water tanks, turntables, section and watchmen's houses, switches, signals, telegraphs, &c	52,939 00
Right of way, Agents' expenses, conveyancing, engineering, salaries, office expenses, &c.,	80,160 00
Allowance for contingencies and omissions	40,000 00
Total amount	$1,063,301 00
Amount per mile	15,917 68

NOTE.

	PER MILE.
The above estimate, *via* Lucan,	$15,917 68
That *via* Ireland is $120 00 per mile less	15,797 68

The Iron rails are estimated at $66 00 per ton ; every dollar per ton rise or fall in the price of Iron, makes a difference of $90 00 per mile less or more, as the case may be

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(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 29th March, 1873.

SIR,—I have the honour to transmit herewith, a copy of an Order in Council approved of by His Excellency the Lieutenant-Governor, the 24th day of March, A. D. 1873, relating to the application of the "London, Huron and Bruce Railway Company," for aid under the Acts in aid of Railways.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Assistant-Secretary.

Thomas Churcher, Esq., Secretary,
"London, Huron and Bruce Railway Company," London.

(Copy.)

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-fourth day of March, A. D. 1873.

The Committee of Council have had under consideration the application of the London, Huron and Bruce Railway Company, for aid under the Acts in aid of Railways, and they advise that, subject to the ratification of this Order in Council, by resolution of the Legislative Assembly, (without which this Order is inoperative,) payment be authorized to be made out

of the Railway Fund of a sum equal to $2,000 per mile of their railway between London and Wingham, and that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length, on the fulfilment of the conditions of the said Act as to such portion, and the Committee further advise that the said grant of aid be upon the following condition, that the said company shall, before the first day of December next, furnish proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works exclusive of tracklaying, of their railway, extending from London to Wingham.

Certified.
(Signed) J. G. Scott,
Clerk Executive Council, Ontario

(Copy.)

Copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, the fourteenth day of April, A. D. 1873.

The Committee of Council advise that William Sloan, of the Village of Blyth, in the County of Huron, Esquire, M. D., be named and appointed by Your Excellency, as the Third Trustee, under 34 Vic., cap. 42, sec. 14, to receive from Municipalities the bonuses voted in favour of the London, Huron and Bruce Railway Company.

Certified,
(Signed) J. G. Scott,
15th April, 1873. *Clerk Executive Council, Ontario.*

(Copy.)

Provincial Secretary's Office,
Toronto, 21st April, 1873.

Sir,—I have the honour to inform you by command of His Excellency the Lieutenant-Governor, that he has been pleased to appoint you the Third Trustee under 34 Vic., cap. 42, sec. 14, to receive from Municipalities the bonuses voted in favour of the "London, Huron and Bruce Railway Company."

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. Eckart,
Assistant-Secretary.

William Sloan, Esq., M. D.,
Blyth, Ontario.

(Copy.)

The London Huron and Bruce Railway Company,
Secretary's Office, London, Ontario,
27th November, 1873.

Sir,—I have the honour to send you herewith, a copy of the Contract with Mr. William Hendrie, for building the "London, Huron and Bruce Railroad," from London to Wingham, and also for supply of the Iron for the same Railroad.

The above documents are sent in compliance with the conditions of an Order in Council, approved by His Excellency the Lieutenant-Governor, the twenty-fourth of March, A.D. 1873.

If any further information is required, I shall be most happy to furnish it.

I have the honour to be,
Sir, Your obedient servant,
(Signed) Thomas Churcher,
Secretary.

The Honourable,
The Provincial Secretary, Toronto.

(Copy)

MEMO:

Contract between William Hendrie and the "London, Huron and Bruce Railway Company," for the construction of that portion of the said Railway extending from a point on the line of the Great Western Railway, distant about 4½ miles from London, to the Village of Wingham, dated 20th November, 1873. (Wood structure, grading, track-laying and ballasting.)

Contract between William Hendrie and the "London, Huron and Bruce Railway Company," for the construction of that portion of the said Railway, extending from the point above mentioned to the Village of Wingham, dated 20th November, 1873. (Iron.)

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 26th December, 1873.

SIR,—I have the honour to transmit herewith a copy of an Order in Council, approved of by His Excellency the Lieutenant-Governor, the 20th day of December, A.D. 1873, having reference to the Contract for the completion of the works, (exclusive of tracklaying,) on the "London, Huron and Bruce Railway," extending from London to Wingham.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. KART,
Assist.-Secretary.

Thomas Churcher, Esq.,
Secretary, London, Huron and Bruce
Railway Company, London.

(Copy.)

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the 20th day of December, A.D. 1873.

Upon consideration of the Report of the Honourable the Attorney-General, dated 29th November, 1873, the Committee of Council advise that it be declared that proof has been furnished to the satisfaction of your Excellency in Council, of the existence of a *bona fide* and sufficient contract for the completion of the works (exclusive of tracklaying) on the "London, Huron and Bruce Railway," extending from London to Wingham, in accordance with the requirements of the Order in Council of 24th March last, granting aid to the said Railway.

The Committee further advise that the said Railway Company and Mr. William Hendrie the Contractor, be informed that the Government does not assent to the lien assumed to be given by the said contract to Mr. Hendrie, upon bonuses which may become payable by the Government, and that all moneys which may from time to time be payable on account of such bonuses, will be paid to the Company.

Certified,

(Signed) J. G. SCOTT,
Clerk, Executive Council, Ontario.

22nd December, 1873.

(Copy.)

THE LONDON, HURON AND BRUCE RAILWAY COMPANY,
LONDON, ONTARIO, 3rd February, 1874.

SIR,—I have the honour to acknowledge the receipt of a copy of an Order in Council, approved of by His Excellency the Lieutenant-Governor, the 20th day of December, A.D. 1873, having reference to the contract for the completion of the works on the "London, Huron and Bruce Railway."

I have the honour to be, Sir,
Your obedient servant,
(Signed) THOMAS CHURCHER,
Secretary L. H. & B. R. C.

I R. Eckart, Esq.,
Assistant-Secretary,
Provincial Secretary's Office, Toronto.

RETURN

Of Correspondence and Papers relating to the "Midland Railway," subsequent to that printed in Sessional Papers of 1873.

By Command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 9th March, 1874.

Schedule of correspondence and papers relating to the "Midland Railway."

1872.
Dec. 2.—Letter from President of Company, to the Hon. the Attorney-General.
1873.
March 15.—Letter from President of Company, to the Hon. the Attorney-General.
March 29.—Letter from Assistant-Secretary Eckart, to President of Company, enclosing—
March 24.—Copy of Order in Council.
April 3.—Letter from President of Company, to the Hon. the Provincial Secretary.
1874.
Feb. 25.—Letter from President of Company to the Hon. the Attorney-General.

(Copy.)

PORT HOPE,
December 2, 1872.

SIR,—I have the honour of addressing you on the subject of Aid to the "Midland Rail-"way of Canada," under the provisions of the "Act in aid of railways," and in doing so. I would respectfully ask your consideration of the following statement.

Immediately after the passing of the Railway Act, application was made to the then Government, and assurance was received that aid would be given to this Company for the whole extension from Beaverton to Midland Bay, and in consequence, many of the municipalities interested in the projected extension refused all aid, while others largely reduced the amounts which they would otherwise have given. The company, nevertheless, relying on the promise of assistance from the Government, entered into a contract for building the line.

As no Order in Council had been actually passed by Mr. Macdonald's Government, application had to be made to their successors, by whom two Orders in Council were passed, one granting two thousand dollars per mile on the line from Beaverton to Orillia, and the other, two thousand six hundred and fifty dollars per mile, from Orillia to Midland Bay. This second Order was, however, accompanied by conditions so prejudicial to the interests of the railway that the directors felt compelled, having regard to the interests of the bondholders of the company, to decline the aid on the conditions attached. The terms of the Order, in fact, required that the Midland Railway should admit rival lines to compete with it over its own line, for a trade which the directors had for years made great sacrifices, and incurred heavy burdens to secure, and they felt that did they accede to any such arrangement, they would be guilty of a breach of trust.

In a few days the line will be completed to Orillia, and should aid be granted by the Government, the line will be open to Georgian Bay, in time for next summer's business, and the people of that region, at present far removed from all railway facilities, are looking eagerly forward to the time when the line will reach them. All the municipalities through which the extension passes have shown their interest in the work, by petitioning the Government to aid this railway as the shortest and most direct route from the Georgian Bay to the St. Lawrence and Oswego.

The "Northern Extensions Railway Company," with much superior resources, and passing through a more settled country, has received the maximum grant allowed by law, and the directors of this company submit, that they have at least equal claims on the consideration of the Government. No railway in the country has, in proportion to its size, done more to advance the prosperity of this Province, and to enhance the value of public lands ; and such great benefits are sure to follow its completion to Midland, that any aid which the Government may grant, will in a very short time, be more than repaid by the development of a hitherto unsettled country. The company, therefore, trust that the Government will make an appropriation from the Railway Fund to assist in finishing this important work, freed from the injurious conditions.

I have the honour to be, Sir,
Your obedient servant,
(Signed) D. E. Boulton,
President of Midland Railway of Canada.

The Hon. Oliver Mowat,
Attorney-General of Ontario.

(Copy.)

Toronto, March 15, 1873.

Sir,—I have the honour to inform you that the Directors of the "Midland Railway of "Canada," after the most careful consideration, have unanimously resolved to decline granting running powers to other railways. They feel that, having regard especially to the opinion expressed in the report published in August, 1872, by the joint committee of the House of Lords and the House of Commons on railway amalgamation, that they would be false to the duty which they owe alike to the public and to the shareholders of the Company, were they to assent to this proposal. It is, they believe, almost impossible, that if the slightest jealousy or ill-feeling should at any time arise between the different companies, the line could be worked without endangering both life and property. The Directors have reluctantly come to this conclusion, but they are satisfied that the end desired can be obtained only by voluntary arrangements between the different companies, and that any enforced privileges would end in embarrassment to trade and injury to the railways. I am, at the same time, able to assure Her Majesty's Government, that the "Midland Railway" will be ready to afford every accommodation that the public interest can possibly require by granting every facility for the free interchange of traffic.

I have the honour to remain,
Sir,
Your obedient servant,
(Signed) D. E. Boulton.
President.

Hon. O. Mowat, Q.C.
Attorney-General.

Provincial Secretary's Office,
Toronto, 29th March, 1873.

Sir,—I have the honour to transmit herewith, a copy of an Order in Council, approved

of by His Excellency the Lieutenant Governor, the 24th day of March, A.D. 1873, having reference to the "Midland Railway Company."

I have the honour to be,
Sir,
Your obedient servant,
(Signed) I. R. Eckart.
Assistant-Secretary.

D. E. Boulton, Esq.,
President, Midland Railway Company,
Port Hope, Ontario.

Copy of an Order in Council approved by His Excellency the Lieutenant Governor, the 24th day of March, A.D. 1873.

The Committee of Council have had under consideration the Order in Council of the 26th day of March, A.D. 1872, granting aid to the "Midland Railway Company" out of the Railway Fund, of a sum equal to two thousand six hundred and fifty dollars per mile, of that portion of the said railway between the Village of Orillia and Mundy's Bay, subject to the terms and conditions in the said Order contained, and they advise that, subject to the ratification of this Order in Council, by resolution of the Legislative Assembly (in default of which ratification this Order in Council is inoperative) the said company be relieved from the condition imposed in and by the said Order in Council, of the 26th day of March, 1872, under which the "Midland Company" was bound to give to the "Northern Extension Railway's Company" running powers over the said portion of the railway of the "Midland Company."

And the Committee further advise, that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length, on the fulfilment of the conditions of the said Act as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council, before the first day of December next, of the existence of a *bona fide* and sufficient contract for the completion of the works on the remainder of the line, between Orillia and Mundy's Bay, and upon the said company releasing the "Northern Extension Railways Company" from any condition imposed on the last mentioned company, with respect to running powers over their railway between the Narrows and Lake St. John, and the Committee advise that the said grant of two thousand six hundred and fifty dollars per mile, for the said portion of the Midland Railway shall continue, subject to the condition in favour of the Grand Junction Railway Company, contained in the said Order in Council, of the 26th day of March, 1872, with respect to running powers over the Midland Railway, from the point of junction at Omemee or Lindsay, or any intermediate point to Mundy's Bay, and the time for which is extended to the first day of June next; and on failure to comply with this condition, the Committee advise that the said grant be reduced to the sum of two thousand dollars per mile.

Certified,
(Signed) J. G. Scott,
Clerk, Executive Council, Ontario.

(Copy.)

Idland Railway Company of Canada,
Manager's Department, Port Hope, April 3rd, 1873.

Sir,—I have the honour of acknowledging your letter of the 29th March, ultimo, trans

mitting a copy of an Order in Council, approved by His Excellency the Lieutenant Governor, having reference to the Midland Railway Company.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) D. E. Boulton.
President.

To the Honourable
The Provincial Secretary of Ontario.

The Midland Railway of Canada,
Manager's Office, Port Hope, 25th Feb., 1874.

Sir,—On behalf of the "Midland Railway," I beg to renew the application for aid towards the construction of their line to Georgian Bay from the "Railway Subsidy Fund" to the most liberal construction of which, this company, I beg to believe is fully and fairly entitled.

The various papers in connection with this application have been before the Government, and it would be needless to recapitulate at great length, this Company feel they have to be aided to the fullest extent by the Government, all facts connected with our previous application have been generally known by the country, I beg, therefore, but briefly to state that the building of this extension had been urgently demanded and petitioned for by the country through which the road is located, that the water communication extending from the various points of this railway, and now put in communication with the railway, form a vital connection to a very large part of country, and are necessary to its development, and that the works of extending this railway are as costly as any in the Province, and towards these works this company obtained but a small amount of bonus from the Townships, owing to the well known action of a rival railway.

If these reasons entitled the company to consideration, they have become of still weightier bearing for the claim to be fully aided by the Government, in the fact of a largely increased cost of their works by the advance of material and labor, the more costly construction of their roadbed from previously unforeseen difficulties, all of which have entailed serious delays and financial sacrifices on this company, and in the fact that this company notwithstanding these latter difficulties so generally existing, has not ceased to prosecute their extension earnestly and energetically, being the only railway in the Province at present in full and active work in every detail of construction on their line now building.

To overcome these difficulties and to continue their work, and meet the largely increased expenses, this company has brought to bear every financial ability they possessed; but a continuation to further do so has become nearly impossible, and the full aid that can possibly be given by the Government is necessary to help to complete the work, and to prevent a delay in the completion of this line which is essential to the requirements of the country through which it passes, and is considered to be of great benefit to the country generally.

Trusting that the reason set forth will induce an early and favourable action by the Government.

I have the honour to remain,
Dear Sir,
Your obedient servant,
(Signed) Adolphe Hugel,
President.

To the Honourable Oliver Mowat,
Attorney-General, Toronto.

RETURN

Of Correspondence and papers relating to the "Montreal and City of Ottawa Junction Railway," subsequent to that printed in Sessional Papers, 1871-2.

By command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 11th March, 1874.

Schedule of Corespondence and Papers relating to "Montreal and City of Ottawa Junction Railway."

1873.
February 20.—Lettter from J. R. Wilson, Solicitor of Company, to Honourable Provincial Secretary.
March 6.—Letter from Assistant-Secretary Eckart, to Solicitor of Company.
March 14.—Letter from W. Craig, Russell, to Honourable Attorney-General.
May 21.—Letter from Solicitor of Company to Honourable Provincial Secretary.
May 23.—Letter from Assistant-Secretary Eckart, to Solicitor of Company, enclosing
1872.
February 28.—Copy Order in Council.

(Copy.)

MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY COMPANY,
SOLICITOR'S OFFICE, ALEXANDRIA, ONT., Feb. 20th, 1873.

DEAR SIR,—I am instructed by the Board of Directors of this Company to ascertain whether there will be any delay in the payment over to the Company, of the Government subsidy of $2,000 per mile, upon the completion of the twenty miles according to the terms of the Order in Council. I believe that you have been officially notified that the line was placed under contract as required by the Order, and if there are any other formalities to be observed by the Company, I should feel obliged if you would state them, as the work necessary to entitle the Company to the grant will soon be completed.

I have the honour to be, Sir,
Your obedient servant,
(Signed) J. R. WILSON,
Sol. for M. & C. O. J. R. Co.

Hon T. B. Pardee,
Provincial Secretary, Toronto.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 6th March, 1873.

SIR,—With reference to your communication of the 20th ultimo, I have the honour to inform you that upon the Government being notified by the "Montreal and City of Ottawa "Junction Railway Company," that a twenty mile section of that Railway is completed, in accordance with the requirements of the Act in Aid of Railways, 1870 71, the Commissioner of Public Works will direct an Engineer from his Department, to inspect and report thereon. Immediately on receipt of such report, if satisfactory, payment will be made to the Company of the authorised subsidy.

I have the honour to be,
Sir,
Your obedient servant.
(Signed) I. R. ECKART,
Assist.-Secretary.

J. R. Wilson, Esq., Solicitor for the
Montreal & City of Ottawa Junction
Railway Company, Alexandra, Ontario.

(Copy.)

RUSSELL, 14th March, 1873.

DEAR SIR,—The reasons why I thought the Government of Ontario should give the "Coteau and Ottawa Junction Railroad," additional assistance, were the following.

When the Company were making arrangements to build the road, it was expected that the Townships of Cambridge and Russell would give Bonuses amounting to $55,000, but when the by-laws were submitted to the people, they were defeated, mainly on accouut of the excessive rate of taxation required to be imposed, which would have been for the Township of Cambridge, 27$\frac{11}{12}$ mills on the dollar, for twenty years, and on the Township of Russell 12 mills on the dollar for the same time.

It is now proposed by the Township of Russell, to give $10 000 and their allowance from the settlement of the Municipal Loan Fund Debt, making altogether nearly $15,000. The Township of Cambridge may give a small bonus, but it is doubtful, leaving the amount expected from those two Townships short about $40,000.

The County of Russell has never had any public money expended in it; the population is very sparse on account of the large quantity of Swamp Lands in it, which although hard to clear and drain, makes good farms; the per capita allowance is very small, in consequence of the above compared with other Counties, and excepting the County of Prescott, all the adjoining Counties have Railroads which have cost them nothing, and being more thickly settled, they will now have considerable sums which they can use for building gravel roads and other permanent improvements, while the County of Russell which really requires opening up, will have a very small sum.

There has been a large amount collected from Timber dues in this county, which has of course gone to benefit the whole country, at the present time large portions of the County is an unbroken wilderness, more backward than the free grant lands in Muskoka. The Township of Cambridge (10) ten miles square has only a population of 769.

The Coteau and Ottawa Junction Railroad, will run through the Townships of Cambridge and Russell in this County, and will no doubt, if built, be the means of settling both those and the adjoining Townships.

I therefore hope that you will give increased assistance to this road, to an amount sufficient to place the company financially in as good a position, as if the bonuses had been all granted as expected, so as to enable them to build the road, or say one thousand dollars per mile with the amount already granted by the Government of Ontario.

A reply will much oblige your

Obedient Servant,
(Signed) W. CRAIG.

Hon. Attorney-General, Toronto.

(Copy.)

MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY CO., SOLICITOR'S OFFICE.
ALEXANDRIA, Ont., May 21st, 1873.

DEAR SIR,—Would you be kind enough to send me a copy of the Order in Council, relating to our road, as we shall soon be in a position to apply for a payment of the subsidy granted.

Yours truly,
(Signed) J. R. WILSON.

The Hon. T. B. Pardee, Provincial Secretary,
Toronto.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 23rd May, 1873.

SIR,—In reply to your letter of the 21st instant, I have the honour to transmit herewith a copy of the Order in Council approved by His Excellency the Lieutenant-Governor, the 28th day of February, 1872, with reference to the "Montreal and City of Ottawa Junction Railway Company."

I have the honour to be, Sir,
Your obedient servant.
(Signed) I. R. ECKART,
Assistant-Secretary.

J. R. Wilson, Esq.,
Solicitor for the Montreal and City of Ottawa Junction Railway Co.,
Alexandria, Ont.

Copy of an Order in Council approved by his Excellency the Lieutenant-Governor, the twenty-eighth day of February, A.D. 1872.

The Committee of Council have under consideration the application of the "Montreal and City of Ottawa Junction Railway Company" for aid under the "Act in aid of Railways," and they advise that, subject to the ratification of this Order in Council by Resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said company, on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said railway, between the point of intersection of the Province line in the County of Glengarry, and the City of Ottawa.

The Committee further advise that, seeing no contract has been produced for the construction of the said railway, the grant of aid under this Order in Council be subject to the condition that proof be furnished to the satisfaction of the Lieutenant-Governor in Council before the first day of December next, of a *bona fide* and sufficient contract for the completion of the works (exclusive of tract-laying) on the railway, between the point of Junction with the Grand Trunk Railway and theCity of Ottawa.

The Committee further advise that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length, on the fulfilment of the conditions of the said Act as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the the works on the remainder of the line between the point of Junction with the Grand Trunk Railway and the City of Ottawa.

Certified,
(Signed) J. G. SCOTT,
Clerk Executive Council, Ontario.

Executive Council Chamber, 23th Feb., 1872.

RETURN

Of correspondence and papers relating to the "Northern Extension Railways," subsequent to that printed in Sessional Papers of 1873.

By Command,

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 11th March, 1874.

Schedule of Correspondence and Papers relating to the "Northern Extension Railways."

1873.

March 18.—Letter from Managing Director of Company to Hon. Provincial Secretary, enclosing—
March 18.—Letter from Vice-President of Midland Railway Company to Managing Director of Company.
March 18.—Letter from Managing Director of Company to Vice-President of Midland Railway Company.
March 19.—Letter from Assistant Secretary Eckart to Managing Director of Company.
March 29.—Letter from Assistant-Secretary Eckart to Secretary of Company, enclosing—
March 24.—Copy of Order in Council.
June 11.—Letter from Secretary of Company to Hon. Provincial Secretary.
June 13.—Letter from Assistant-Secretary Eckart to Secretary of Company.
July 3.—Letter from Secretary of Company to Hon. Provincial Secretary.

(Copy.)

Northern Extension Railways Company,
Toronto, 18th March, 1873.

Sir,—Adverting to the letter of Messrs. Edgar, Fenton, and Ridout, embraced in a Parliamentary return from your office, dated the 11th March, I have the honour now to enclose copy of a letter received upon this subject from Mr. Hugel. Vice-President of the Midland Railway, together with my reply to the same of this date. You will observe that the Midland Railway Company do not claim to have running powers over our line inasmuch as they are not prepared to give us running powers over theirs.

All difficulty on this point would therefore seem to be removed.

I have the honour to be,
Your obedient servant,
(Signed) Fred. Cumberland,
Managing Director.

To the Hon. T. B. Pardee,
Provincial Secretary.

(Copy.)

TORONTO, 18th March, 1873.

DEAR SIR,—A copy of a letter by the Attorneys of the Northern Extension Railways Company, directed to the Provincial Secretary of Ontario, under date of 10th March, has come to my notice, in which reference is made to the refusal of the Midland Railway in signing an agreement for running powers over part of their line, and in consequence of which refusal, the Northern Extension Railways Company claim the cancelling of their agreement as to the granting of running powers to the Midland Railway, from Atherly to St. John Lake, all of which is more particularly set forth in the letter above referred to.

I hasten to inform you officially on behalf of the Midland Railway, that they do not claim any right to such running powers from the Northern Extension Railways Company, as the most careful consideration of the subject has led the Directors of the Midland Railway to the unanimous opinion that, whilst the widest scope should be given to traffic arrangements, the granting of running powers is both inimical to the public interest and the railways themselves.

I remain, dear sir,
Yours very respectfully,
(Signed) ADOLPH HUGEL,
Vice-President, Midland Railway.

F. W. Cumberland, Esq., Managing Director.
Northern Railway, Toronto.

(Copy.)

NORTHERN EXTENSION RAILWAYS COMPANY,
TORONTO, 18th March, 1873.

DEAR SIR,—I have the pleasure to acknowledge your letter of this date, having reference to a Parliamentary return of papers relating to the Northern Extension Railways, and especially to a letter of the 10th instant, addressed to the Provincial Secretary, by Messrs. Edgar, Fenton, and Ridout, solicitors of that company.

I shall transmit a copy of your letter and this reply of the Provincial Secretary, observing that your communication would seem to remove all difficulty on the question, inasmuch as it relieves the Northern Extension Company from the granting of any running powers to the Midland Company

I am, Dear Sir,
Yours faithfully,
(Signed) FRED. CUMBERLAND.

Adolph Hugel, Esq., Vice-President,
Midland Railway Company, Port Hope.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 19th March, 1873.

SIR,—I have the honour to acknowledge the receipt of your letter, of 18th instant, enclosing copy of a letter from Mr. Hugel, Vice-President of the Midland Railway, having reference to the granting of running powers, together with your reply to the same, and to inform you that the subject will be submitted to His Excellency the Lieutenant-Governor.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) I. R. ECKART.
Assistant-Secretary.

Fred. Cumberland, Esq., Managing Director,
Northern Extension Railways Company, Toronto.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE.
TORONTO, 29th March, 1873.

Sir,—I have the honour to transmit herewith a copy of an Order in Council, approved of by His Excellency the Lieutenant-Governor, the 24th March, A.D. 1873, having reference to the Northern Extension Railways Company,

I have the honour to be,
Sir,
Your obedient servant,
(Signed) I. R. ECKART.
Assistant-Secretary.

John E. Foreman, Esq.,
Secretary, Northern Extension Railways Company, Toronto.

(Copy.)

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the Twenty-fourth day of March, A.D. 1873.

The Committee of Council have had under consideration the Order in Council of the 26th day of March, 1872, by which payment was authorized to be made out of the Railway Fund to the Northern Extension Railways Company, on the fulfilment of the conditions therein mentioned, of a sum equal to four thousand dollars per mile of that portion of the said railway between Washago and Gravenhurst, and they advise that subject to the ratification of this Order in Council, by resolution of the Legislative Assembly (failing which it is inoperative) the said Company be relieved of the condition in the said Order contained, with respect to giving running powers to the Midland Railway over that portion of the railway of the said Northern Extension Company therein mentioned; and they further advise that, upon fulfilment of the condition of the Railway Act, the said payment be made to the said Company at the rate aforesaid of $4,000 per mile of railway for the distance between Washago and Gravenhurst; and the Committee further advise that this grant be subject to the condition that proof be furnished to the Lieutenant-Governor in Council, before the first day of December next, of a *bona fide* and sufficient contract for the completion of the works (exclusive of track laying) on the railway between Washago and Gravenhurst; and also that the said Company do release the Midland Railway Company from any condition imposed on the last-mentioned Company with respect to running powers over their railway between Orillia and Mundy's Bay.

Certified.

(Signed) J. G. SCOTT,
Clerk, Executive Council, Ontario.

(Copy.)

NORTHERN EXTENSION RAILWAYS CO.,
TORONTO, 11th June, 1873.

SIR,—I have the honour, under instructions from the President and Directors of the Northern Extension Railways Company, to bring to the notice of the Government the very great public losses which are occurring from delay in the construction of their line between Washago and Gravenhurst. The railway to Washago will be finished towards the close of the present month or early in July, and although the Extension thence to Gravenhurst is under contract and a commencement of the work has been made, yet the financial position of the company does not warrant their continued prosecution.

No municipal bonuses whatever have been or are likely to be received from the District of Muskoka; and but $42,500 has been contributed by the County of Simcoe, notwithstand-

ing that the length of new railway from Barrie to Gravenhurst represents a mileage of 49 miles, so that the local assistance has amounted to only $870 per mile,—a local contribution very far below that which in the better settled districts of the Province has been made by the municipalities to every other line heretofore subsidized by the Government.

The object of my Directors now is to appeal for such a substantial increase of the Provincial bonus as will justify them in continuing the prosecution of the works.

The present objective point of the whole undertaking is Gravenhurst, and until that point be reached and the extensive lumber districts of Lakes Rousseau, Joseph, and Muskoka made tributary to the line, the value of so much of it as lies north of Orillia may be said to be *nil*.

The Directors are of course aware that legislative action is necessary for an increase of the bonus above that already authorized, but if they could obtain a favourable expression of opinion from the Government on that point, they would probably feel themselves at liberty to proceed with the works beyond Washago.

Their anxiety upon this point arises in a large measure from the fact that to their positive knowledge the many holders of the extensive lumber districts already referred to, are only awaiting a reasonable hope of the completion of the road to Gravenhurst to commence without delay the construction of mills, and the opening out of a most extensive lumbering industry.

I have the honour to be, sir,

Your obedient servant,

(Signed) JOHN. E. FOREMAN,

Secretary.

To The Hon. The Provincial Secretary of Ontario,
Toronto.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 13th June, 1873.

SIR,—I have to acknowledge the receipt of your communication of 11th instant, submitting for the information of the Government the fact that, although the extension of the "Northern Extension Railways Company," from Washago to Gravenhurst, is under contract, and a commencement of the work made, the financial position of the company does not warrant their continued prosecution of that section of their line, and applying for an increase of the Provincial Bonus to enable them to complete it. I am directed to state in reply, that as the maximum bonus under the "Railway Act" ($4,000) per mile has been granted to your company, by the Government, towards that section of your line, legislation will be necessary to authorize the increased bonus now asked for.

It has not appeared to the Government that a case sufficiently strong to ensure the favourable action of the Legislature, with reference to the desired grant, can be made out in view of the position in which other new Provincial railways have been placed under the same Act, and more particularly, having regard to the fact that the Northern Railway, of which this line is practically an extension, shows resources sufficiently ample to meet the further aid required.

I have to add that, although the Government fully recognises the great advantages which would result through the building of this portion of the line to the section of country proposed to be served by it, yet they are precluded, by considerations of policy in connection with the general question of railway grants, from holding out any expectations to the "Northern Extension Railways Company, that they are prepared to assume the responsibility of recommending or introducing any special legislation authorizing the increased grant now sought by that company.

I have the honour, &c.,

(Signed) I. R. ECKART.

Assistant-Secretary.

John E. Foreman, Esq.,
Secretary, "Northern Extension Railways Company," Toronto

(Copy.)

NORTHERN EXTENSION RAILWAYS COMPANY,
TORONTO, July 3rd, 1873.

SIR,—Under instructions from the Directors of this company, I have the honour to inform you that its line is laid to Washago, and will be in a condition for inspection by the Engineer of the Government, on or about the twentieth of the present month, with a view to the payment of the Parliamentary subsidy on the Division extended from Orillia to that point, and I am respectfully to request that an order may be issued to the Engineer to measure and inspect the line on that day.

I am to add, that the financial circumstances of the company are such as to make it a matter of the utmost importance to the Directors, to avail themselves of the earliest possible moment of the appropriation coming to them under the Parliamentary Grants.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) JOHN E. FOREMAN.
Secretary.

To the Honourable Provincial Secretary.

RETURN

Of Correspondence and Papers relating to the application of the "Ontario and Quebec Railway Company for aid."

By command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 11th March, 1874.

Schedule of Correspondence and Papers relating to the "Ontario and Quebec Railway."

1872.
December 31.—Letter from Secretary of Company to Honourable Provincial Secretary, enclosing—
December 31.—Memorial of Company.
1873.
February 21.—Petition of the Council of the Town of Perth.
August 20.—Letter from Thomas Brooke, Town Clerk, to Honourable Provincial Secretary, enclosing—
August 20.—Petition of the Council of the Town of Perth.

Copy)

MONTREAL, Dec. 31st, 1872.

SIR,—I have the honour to enclose a petition from the "Ontario and Quebec Railway Company," praying for aid, and to request you will be good enough to lay the same before His Excellency the Lieutenant Governor in Council.

I have the honour to be, Sir,
Your obedient servant,
(Signed) GEO. NORRIS, JR.
Secretary.

To the Honourable,
The Provincial Secretary of the Province of Ontario,
Toronto.

(Copy.)

To His Excellency the Honourable WILLIAM PEARCE HOWLAND, *C. B., Lieutenant-Governor of the Province of Ontario in Council.*

The Memorial of the Ontario and Quebec Railway Company,
RESPECTFULLY REPRESENTS:

That your memorialists have associated themselves together, and obtained an Act of incorporation for the construction of a railway from the City of Ottawa to the City of To

ronto, with the intention of connecting at Ottawa with a line of railway about to be constructed, reaching the City and harbour of Montreal, and thus constituting with that railway, a continuous line of railway communication between the terminus of Ocean navigation at Montreal and the City of Toronto.

That your memorialists have arranged that the said continuous line shall be of the guage of four feet eight and a-half inches in order that it may connect at Toronto with the railway of that gauge, extending westward, and thereby afford a second railway route through the Province of Ontario ; and that your memorialists believe that such an independent line of railway communication, in addition to that of the Grand Trunk Railway, will prove to be of great benefit to that Province.

That in addition to the facilities for freight and passengers which your memorialists' projected railway will afford, they would respectfully point out to your Excellency that it will pass through the rear portion of several of the counties of the Province of Ontario, and thus facilitate the colonization and settlement of the said portion of those counties and of the large extent of Crown lands lying within their limits.

That your memorialists have already obtained private subscriptions in aid of their enterprize amounting to the sum of eight hundred and fifty-two thousand dollars.

That municipal subscriptions have also been voted by certain of the municipalities along the route, of which some have been actually passed and approved by the people, and others are in process of being passed, now reaching nearly four hundred thousand dollars.

And that your memorialists are assured and believe that the municipal subscriptions and bonuses which they may yet confidently anticipate along the route, will reach a like sum.

But that, as your memorialists have every reason to believe and do believe the municipal subscriptions in aid of the said railway will exceed, at the lowest calculation, half a million of dollars, and will probably reach seven hundred and fifty thousand dollars

That the cost of the said railway and equipment, as estimated to your memorialists, will not exceed five millions of dollars, as your memorialists will be able to make arrangements to run over the Canada Central Railway from Ottawa City to Carleton Place being about one-eighth of the entire distance ; and that they have the power of issuing bonds to a sufficient extent to raise the balance of capital required for constructing and equipping the remainder of the said projected railway ; but that without much greater assistance in money, or its equivalent, than they have as yet obtained, it would, in their opinion, be useless to attempt to float bonds for the amount of such balance ; that no other source exists from which such needful assistance can be obtained than the fund set apart by the Parliament of Ontario for similar purposes ; and that your memorialists respectfully urge upon your Excellency's consideration the fact, that no railway is now projected in the Province of Ontario which is calculated to confer upon the Province of Ontario advantages commensurate with those which may be expected from the construction of the Ontario and Quebec Railway.

That your memorialists therefore respectfully solicit from your Excellency's Government, such measure of assistance from out of the funds appropriated for similar purposes as the importance of the enterprize and the benefits it might be expected to confer upon the Province of Ontario would justify. That if such assistance together with the subscriptions and bonuses already obtained and in progress, would be sufficient to enable your memorialists to place a sufficient quantity of their bonds upon the English Market to enable them to complete and equip their Railway, and that if your Excellency's Government should grant to your memorialists, such aid from the said fund as will justify them in so doing, your memorialists will forthwith send a delegation to Europe, to make such financial arrangements as will enable them to commence work at the termination of the present winter.

Your memorialists therefore humbly pray, that your Excellency in Council will be pleased to grant to your Memorialists the *maximum* aid which is permitted by the statute in such case made and provided.

And your memorialists as in duty bound, will ever pray.

(Signed) HUGH ALLAN,
President Ontario & Quebec R. R. Co.

(Signed) GEO. NORRIS, Jr.,
Secretary.

Montreal, 31st December, 1872.

(Copy.)

To His Excellency the Honourable William Pearce Howland, Commander of the Most Honourable Order of the Bath, Lieutenant-Governor of Ontario in Council.

The Petition of the Council of the Town of Perth,

Humbly Sheweth:

That it is projected to build a Railway from the City of Ottawa to the City of Toronto, *via* Carleton Place, Bridgewater and Peterboro.

That the Company purposing to build said Railway, have contemplated two routes for that portion of the road between Carleton Place and a certain point in the Township of Oso, one of said routes being by way of the Village of Lanark, and the other *via* the Town of Perth, the latter of said routes having been surveyed by the Company.

That the Company has not as yet decided which of these routes to adopt.

That the Lanark people are making strenuous efforts to have their route adopted.

That the Perth people are also using their best endeavours to induce the Company to adopt the route *via* Perth, and to this end have passed a by-law granting a bonus of seventy thousand dollars to the Company, provided that route is adopted.—Such by-law having been carried by a vote of 171 to 28.

Your petitioners are informed and believe that your Government purpose granting aid, by way of bonus to the said Company, to assist in carrying out said project.

That it has come to the knowledge of your petitioners that the Lanark people entertain hopes that your Government will, in granting said bonus, make a distinction between said routes, and will grant a bonus for that portion of the road between Carleton Place and the said point in the township of Oso, only on condition that the said road be built *via* Lanark.

Your petitioners cannot believe that your Government would entertain any such idea, nevertheless, they feel constrained to prefer the request that no such distinction be made, and that if your Honourable body is pleased to grant aid to said Railway, it may be without reference to any particular route being adopted by the Company.

Your petitioners having a desire to have the facts fairly laid before you, respectfully submit as follows:—

That the general public would in any respect be quite as well, and in some respects better served by the road being built by way of the Town of Perth, than by Lanark.

That in no sense can it be urged that the adoption of any particular route as between Carleton Place and the said point in Oso, will tend more to open up new country, the country all along both proposed routes being alike old settlements, in fact that on the Lanark route being the older settlement of the two.

That the country along the proposed southern or Perth route is altogether a better farming district, is much more densely populated, and consequently a vastly greater number of people would be benefitted locally, by the road being built that way, than if the Lanark route were adopted.

That if the road is built *via* Perth, Lanark will to a great extent be benefited, whereas, if built *via* Lanark, Perth and the country around will not only not be benefited, but will sustain a positive and very great injury.

That if the said road is built *via* Perth, it will tend more to open up the mineral wealth of the country, Perth being situated in the centre of a district abounding in mines of iron, copper, lead, plumbago, phosphate of lime and mica, more so than any other known section of Ontario, in corroboration of which we refer you to the last Report of the Geological Survey of the Dominion.

That the distance between Carleton Place and the said point in Oso, would not be shortened by adopting the Lanark route, notwithstanding the fact that the geographical position of Perth as shewn by the map would so indicate; it being well known to your petitioners, and to every one acquainted with the different localities, that owing to physical causes, the said road could not be made in any less distance by Lanark than *via* Perth.

That the comparative cost of building the two routes is greatly in favour of that by way of Perth. The southern or Perth route having been surveyed, your petitioners can speak

positively as to its advantages, and they venture the assertion that in the whole length of the Ontario and Quebec Railway, there will not be found any other portion equal in length to that between Carleton Place and the said point in Oso, that will be so easily made, nearly the whole of said tract being everything that could be desired for a Railway, and, as stated by the engineers when surveying it, the building of a Railway on such a track would be a mere question of iron, the grading being comparatively nothing, whereas on the proposed Lanark route, great difficulties would have to be overcome, heavy cuts would have to be made, and no less than three expensive bridges would have to be built, the Mississippi having to be crossed twice and the Clyde once, and the road when built, would not be so safe a road as if built on the Perth route, and in this sense the interest of the general public would be advanced by the Perth route being adopted.

That the building of said Railway *via* Perth, would develop certain kinds of manufacturing peculiarly adapted to this place—that several projected manufactories are now awaiting the location of said Railway *via* Perth, to start them into active operation, thereby employing capital, and developing resources which would not only be a great local benefit, but would also add materially to the general wealth of the country.

It is contended that Perth has the benefit of a railway already which connects it with Carleton Place. As to this your Petitioners state, that the only railway facility enjoyed by them at present is a branch to the Brockville and Ottawa Railway, connecting at Smiths Falls, which is quite inadequate to the requirements of the place, and as a means of connecting with the projected Ontario and Quebec Railway, would be of no practical use whatever, should that railway be built *via* Lanark, and that such connexion would only be in the same manner that we have now connection with the Grand Trunk Railway, and in the same degree and manner that Peterborough has now connexion with the Grand Trunk Railway.

Your Petitioners have been informed and believe that some members of your Government are under the impression, that the Perth people are indifferent about the location of the said Ontario and Quebec Railway, and that if the by-law granting a bonus were to be submitted now, it would be voted down. Your Petitioners are very desirous of impressing upon members of your Government, that nothing could be more erroneous. The bonus granted by Perth is no doubt large, considering the size of the place, but so thoroughly alive are our people to the want of adequate carrying facilities, and so thoroughly satisfied are they that the projected Ontario and Quebec Railway is just the thing required, that your Petitioners can confidently assert that were a by-law for even a larger amount now submitted to the people as an alternative to their not getting the said road, it would be carried with perhaps not a dissenting voice.

In view of these facts, your Petitioners think that the Lanark people have no right to expect that your Government would, in according aid to the said Ontario and Quebec Railway, make any distinction in favour of their route, and therefore pray that no preferential grant be given in favour of any particular route as between Carleton Place and the said point in the Township of Oso, so that the company may be at liberty to choose any route that may to them seem most expedient.

And your Petitioners as in duty bound will ever pray.

(Signed) L. S. J. M. MILLAR,
Mayor.

February 21st, 1873.

(Copy.)

TOWN COUNCIL OFFICE,
PERTH, 20th August, 1873.

SIR,—I have the honour to send herewith a petition from the Perth Town Council, relative to aid for the construction of the Ontario and Quebec Railway. Please lay the same before His Excellency in Council, and oblige

Your obedient servant,
(Signed) THOMAS BROOKE,
Clerk.

Honourable T. B. Pardee, &c., &c.,
Toronto.

(Copy.)

To His Excellency the Honourable William Pearce Howland, Companion of the most Honourable Order of the Bath, Lieutenant Governor of the Province of Ontario, in Council.

The Petition of the Council of the Town of Perth in the County of Lanark.

Humbly Sheweth:

That a Charter having been granted to the Ontario and Quebec Railway Company to build a Railway from the City of Ottawa, to the City of Toronto, by way of the Town of Peterborough, it is highly necessary that the said Railway, Company should be aided in a liberal manner to enable them to have the said Railway constructed without delay. That many of the corporations of the several municipalities situate near to or along the line of the said proposed Railway, have passed by-laws granting bonuses to the said Company in a highly liberal manner to aid in the construction of the said railway, and many other municipalities are preparing to assist the undertaking.

That the construction of the said Railway would open up a large extent of country, at present rendered almost useless for the want of proper Railway communication with other parts of the Province.

That the country through which the said railway would be constructed, abounds with timber and minerals to an almost inexhaustible extent, for proof of which, we beg leave to refer your Excellency to the several reports of the geological surveys of the same made by order of the Government.

That the opening up said section of country would induce emigrants to settle therein, as a great portion thereof is suitable for agricultural purposes, and the construction of said railway would afford an easy and speedy outlet for the products of the agriculturist, lumberer and miner to the great advantage of said section, and other parts of the Dominion of Canada.

That under the Acts of the Province of Ontario, 34 Victoria, Chapter 2, Your Excellency in Council has power to grant aid towards the construction of Railways leading to, or through sections of the country remote from existing thoroughfares, to the extent of four thousand dollars per mile, and as the Ontario and Quebec Railway will be one of that class of Railways, and will pass through a thinly settled tract of country, your Petitioners trust that your Excellency in Council will take the matter into your most serious consideration, and that you will, as provided for in the said Act, treat the Ontario and Quebec Railway Company in a generous and liberal manner, and grant to them for the purpose of aiding in the construction of the said Railway, the full sum of four thousand dollars per mile for the entire length thereof. And in duty bound your Petitioners will ever pray.

Signed and sealed on the behalf of the Council of the Corporation of the Town of Perth, in the County of Lanark, this 20th day of August, A. D. 1873.

L.S. (Signed) J. M. Millar,
Mayor.

RETURN

Of Correspondence and Papers relating to the "Kingston and Pembroke Railway," subsequent to that printed in Sessional Papers of 1871-2.

By Command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 11th March, 1874.

Schedule of Correspondence and Papers relating to the "Kingston and Pembroke Railway."

1872.
March 9.—Letter from Hon. Provincial Secretary to President of Company.
" 14.—Letter from President of Company to Hon. Provincial Secretary.
" 26.—Letter from President of Company to Hon. President of Council.
" 28.—Letter from Solicitor of Company to Hon. President of Council, enclosing Draft of Agreement.
May 15.—Letter from Provincial Secretary to President of Company.
Aug. 23.—Letter from Acting Assistant-Secretary Eckart to President of Company.
Sept. 4.—Letter from Acting Assistant-Secretary Eckart to President of Company.
Oct. 23.—Copy of Order in Council.
" 25.—Letter from Acting Assistant-Secretary Eckart to President of Company.
1873.
May 21.—Letter from T. N. Molesworth to Hon. Provincial Secretary.
" 22.—Letter from Assistant-Secretary Eckart to President of Company.
" 27.—Letter from President of Company to Hon. Provincial Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 9th March, 1872.

SIR,—I have the honour to call your attention to the fact, that under the recent Orders n Council granting aid, provision is made for the execution of an agreement, for running powers, in which the Kingston and Pembroke Railway Company is interested. I have to sk that that Company will, at its earliest convenience, forward a draft of the agreement lluded to, for the consideration of the Government.

I have the honour to be, Sir,
Your obedient servant,
PETER GOW,
Secretary.

. F. Gildersleeve, Esq.,
President, Kingston and Pembroke Railway Co.,
Kingston.

KINGSTON AND PEMBROKE RAILWAY COMPANY,
SECRETARY AND TREASURER'S OFFICE,
KINGSTON, 14th March, 1872.

DEAR SIR,—I have the honour to acknowledge the receipt of your favour of 9th instant, and will endeavour as early as possible to comply with the request therein stated.

I have the honour to be,
Your obedient servant,
C. F. GILDERSLEEVE,
Pres. K. & P. R.R.

The Honourable Peter Gow,
Provincial Secretary, Toronto.

(Copy.)

KINGSTON & PEMBROKE RAILWAY COMPANY,
SECRETARY AND TREASURER'S OFFICE, KINGSTON, 26th March, 1872.

DEAR SIR,—Mr. Price, the Solicitor of this Company, will forward draft of Instrument for execution by Canada Central Railway Company, relative to running powers to be given this Company, to the Provincial Secretary, on Thursday 28th instant.

Hoping this be in time.

Believe me,
Yours sincerely,
C. F. GILDERSLEEVE.

Hon. E. Blake, Toronto.

(Copy.)

KINGSTON, March 28th, 1872.

DEAR SIR,—I enclose you draft of agreement for execution for C. C. R. Co.'y, which would be acceptable to the K. & P. R. Co.'y. It reserves the right of option to the K. & P. R. Co.'y as the basis upon which arrangements shall hereafter be agreed upon. This they think important, as they do not as yet know what basis of arrangement would suit them, nor what changes they may be able to have effected in the Renfrew By-law, and which changes may materially guide them in hereafter accepting arrangements.

I have enclosed copy also to Mr. Abbott, at Morell; if it contains anything unacceptable to the Government, please advise.

I have the honour to be,
Your obedient servant,
(Signed) C. V. PRICE,

Hon. E. Blake, President of Council,
Toronto.

The Canada Central Railway Company, acting by the President and Secretary thereof, under a resolution of the Board of Directors, duly made and passed at a meeting thereof, held at Ottawa, on the day of , A.D. 1872, hereby undertake with the Province of Ontario, and with the Kingston and Pembroke Railway Company respectively, as follows:—

That so soon as required by notice in writing by the Kingston and Pembroke Railway Company, the Canada Central Railway Company will make running arrangements with the Kingston and Pembroke Railway Company as respects the portions of the Canada Central Railway lying between the point of approximation near Douglas and the Town of Pembroke, (which running arrangements shall be in reference to a double track road bed, a joint road bed, a common track, or a third rail to suit the guage of the Kingston and Pembroke Railway Company, as may be preferred by the Kingston and Pembroke Railway Company,) as

hall be settled between the said Companies, in default of an amicable agreement between them by the award of the majority of three arbitrators, one to be chosen by each company, and a third by the two so chosen, or in case of disagreement, by the Lieutenant-Governor in Council, such arbitrators in making such award to have regard to the amount of public aids granted to that portion of said Canada Central Railway Company, under an Order in Council approved by His Excellency the Lieutenant-Governor of Ontario, on the 28th day of February last.

And the said Canada Central Railway Company, undertake, promise, and agree, to construct that portion of their said road, lying between the point of approximation near Douglas and the Town of Pembroke, so as to be adapted to such running arrangements as may be required and hereafter agreed upon.

And that in any such arrangements as may be agreed upon, or effected, each Company shall have equal running rights and privileges with the other.

In witness whereof.

(Copy.)

PROVINCIAL SECRETARYS OFFICE,
TORONTO, 15th May, 1872.

SIR,—I beg to enclose form of draft-agreement, which will be approved of by His Excellency in Council so soon as the same is executed by the "Kingston and Pembroke Railway Company."

In order that that Company may obtain the benefit of the appropriation made by the Order in Council relating to it, it is necessary that this instrument be duly executed before the first day of May next, pursuant to the terms of the said Order.

I have the honour to be, Sir,
Your obedient servant,
(Signed) PETER GOW,
Secretary.

C. F. Gildersleeve, Esq.,
President, Kingston and Pembroke Railway,
Kingston.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 23rd August, 1872.

SIR,—I am directed to transmit herewith an agreement for running powers between the "Canada Central and Kingston and Pembroke Railway Company," which you will be good enough to have signed and returned to this Department at your earliest convenience.

I have the honour to be, Sir,
Your obedient servant,
I. R. ECKART,
Acting Assistant-Secretary.

C. F. Gildersleeve, Esq.,
President, Kingston and Pembroke Railway Company,
Kingston.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 4th Sept., 1872.

SIR,—I am requested to acknowledge the receipt of a verified copy of a contract of con-

struction between your Railway Company and the firm of George B. Phelps & Company, and to mention that it will be laid before the Executive Council at its next meeting for approval.

I have the honour to be, Sir,
Your obedient servant,
I. R. Eckart,
Acting Assistant-Secretary.

C. F. Gildersleeve, Esq.,
President, Kingston and Pembroke Railway Company,
Kingston.

(Copy.)

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the twenty-third day of October, A.D. 1872.

Upon consideration of the Report of the Honourable the Attorney-General, dated 18th October, 1872, the Committee advise that it be declared that proof has been furnished to the satisfaction of your Excellency in Council of a *bona fide* and sufficient contract for the completion of the works on the "Kingston and Pembroke Railway" between Kingston and Pembroke, in accordance with the requirements of the Order in Council of 28th February last, in reference to said company.

Certified.

(Signed) J. G. Scott,
Clerk, Executive Council, Ontario.

24th October, 1872.

(Copy.)

Provincial Secretary's Office,
Toronto, 25th October, 1872.

Sir,— I have the honour to inform you that an Order in Council has been approved by His Excellency the Lieutenant-Governor, dated the 23rd day of October, 1872, declaring that proof has been furnished to the satisfaction of His Excellency in Council of a *bona fide* and sufficient contract for the completion of the works on the "Kingston and Pembroke Railway," between Kingston and Pembroke, in accordance with the requirements of the Order in Council of 28th February last, in reference to that railway.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. Eckart,
Acting Assistant-Secretary.

C. F. Gildersleeve, Esq.,
President, "Kingston and Pembroke Railway Company,"
Kingston.

(Copy.)

Department of Public Works, Ontario,
Toronto, 21st May, 1873.

Sir,—I beg to call your attention to the fact that the Kingston and Pembroke Railway Company have not lodged any plans or books of reference with the Government of this Province, as required by the 10th section of the Act, 22 Victoria, cap. 66, C. S. C., and as

several persons have recently called at this office, who are desirous of examining such plans, I would suggest that he attention of the Secretary of the Company should be called to the omission.

I have the honour to be, Sir,
Your obedient servant,
T. N. MOLESWORTH.

Hon. T. B. Pardee, Provincial Secretary.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 22nd May, 1873.

SIR,—I am directed to call your attention to the fact that the Kingston and Pembroke Railway Company have not deposited any plans or books of reference with the Government of this Province, as required by the 10th section of the Act, 22 Vic., cap. 66, C. S. C. Several applications for inspection of such plans have recently been made, you will be good enough therefore to forward to the Department of Crown Lands, at your earliest convenience, the necessary plans and books of reference.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Assistant-Secretary.

C. F. Gildersleeve, Esq.,
President, Kingston and Pembroke Railway Company, Kingston.

(Copy.)

KINGSTON, May 27th, 1873.

DEAR SIR,—In reply to yours of the 22nd instant, notifying me of the fact of the Kingston and Pembroke Railway Company not having deposited any plan or book of reference with the Government of this Province, as required by the 10th section of 22 Vic., cap 66 of the Consolidated Statutes of Canada. I beg to say that the Company receives its charter from the Dominion Government, cap. 49, 34 Vic., and I was advised by the Solicitor of the Company that in his opinion came under the "Railway Act of 1868," cap. 68, 31 Vic. As such, we have filed plans and books of reference with Department of Public Works, as required by sec. 8, cap. 68, 31 Vic. Also please see 23 & 24 of cap. 68.

I have considered the course adopted by us the proper one, but if, upon looking into the matter, you consider we should file also in your office, we will gladly do so. It will, however, entail a considerable expense which we would wish to save.

I am,
Your obedient servant,
(Signed) C. F. GILDERSLEEVE,
President, K. & P. R. C.

Hon. T. B. Pardee, Provincial Secretary,
Toronto.

RETURN

Of Correspondence and Papers relating to the application of the "Canada Southern Railway Company," for aid.

By Command,
C. F. FRASER.
Secretary.

Provincial Secretary's Office,
Toronto, 11th March, 1874.

Schedule of Correspondence and Papers relating to the Canada Southern Railway.

1872.
June 27.—Letter from Secretary of Company, to Honourable Provincial Secretary, enclosing,
Petition of Company.
Oct. 18.—Letter from Secretary of Company, to Honourable Provincial Secretary.
Oct. 24.—Letter from Secretary of Company, to Hon. Provincial Secretary, enclosing,
Sep. 23.—Report of F. N. Finney, Chief Engineer, to President of Company.
Mem.—Printed report of Chief Engineer.
Mem. of Plans.
Nov, 13.—Letter from Acting Assistant-Secretary Eckart, to Secretary of Company,
" 21.—Letter from Secretary of Company, to Assistant-Secretary Eckart, enclosing, Statement.
Dec. 30.—Letter from Secretary of Company, to Honourable Provincial Secretary, enclosing,
Statement shewing the lengths of the right of way.
1873.
Mar. 14.—Letter from Secretary of Company, to Honourable Attorney-General.
April 12.—Letter from Secretary of Company, to Honourable Provincial Secretary.
" 12.—Letter from Secretary of Company, to Honourable Attorney-General.
May 9.—Letter from Secretary of Company, to Honourable Provincial Secretary.
" 9.—Letter from B. W. Gossage, to Honourable Provincial Secretary.
" 27.—Letter from Assistant-Secretary Eckart, to B. W. Gossage.
28.—Letter from Secretary of Company, to Honourable Provincial Secretary.
Dec 12.—Letter from Local Director of Company, to Honourable Attorney-General.

(Copy.)

Canada Southern Railway Company,
Toronto, June 27th, 1872.

Sir,—I beg to transmit herewith the "Canada Southern Railway Company's" petition to His Excellency the Lieutenant-Governor in Council, for Government aid to assist in the construction of their line of railway.

You will confer a favour by bringing the petition under His Excellency's notice as soon as practicable.

I have the honour to remain, Sir,
Your obedient servant,
(Signed.) NICOL KINGSMILL,
Secretary.

To the Honourable P. Gow,
Provincial Secretary, Toronto.

(Copy.)

To the Honourable William Pearce Howland, C.B., Lieutenant-Governor of the Province of Ontario, in Council assembled:

The Petition of the Canada Southern Railway Company,

HUMBLY SHEWETH:

1. That your petitioners were incorporated by an Act of the Legislature of the Province of Ontario, passed in the thirty-first year of Her Majesty's reign, chapter fourteen, under the name of the "Erie and Niagara Railway Company," and the line of the railway authorized to be constructed, extends through the entire length of the south-western peninsula of the Province of Ontario, from the Niagara to the Detroit Rivers.

2. That subsequently, by 33 Vic., Cap. 32, the name of the Company was altered to that of the "Canada Southern Railway Company," and authority was given to construct a branch (hereinafter called the "St. Clair Branch") of the said railway, from a point at the Town of St. Thomas to a point on the St. Clair River, in the Township of Moore, and Sombra in the County of Lambton.

3. That subsequently, by 35 Vic., Cap. 21, further authority was given to construct a branch, (hereinafter called the "Sarnia Branch,") from any point of the railway of the Company in the Township of Enniskillen, to some point on the St. Clair River, in the Township of Sarnia, and also a branch (herein after called the "Chatham Branch,") from the line of the Company's Railway, in the County of Kent, to the Town of Chatham.

4. That the length of the main line from the Niagara to the Detroit River is two hundred and twenty miles, and eighty-three hundredths of a mile.

That the lengthof the "St. Clair Branch" is sixty-one miles and eighty-nine hundredths of a mile.

That the length of the "Sarnia Branch" would be from twenty to twenty-five miles according to the location selected.

That the length of the "Chatham Branch" would be from six to ten miles according to the location selected.

5. That in the prosecution of the work by the Company the following progress has been made:—

Of the two hundred and twenty eight miles and eighty three hundredths of a mile on the main line two hundred and twenty miles, and of the sixty-one miles and eighty-nine hundredths of a mile on the St. Clair Branch, fifty miles have been graded, and all the principal bridges completed, with the exception of the bridge over the Grand River, which will be ready by the first of August next. All the ties necessary for the track on the main line and St. Clair Branch have been delivered on the Company's line, and the steel rails for the main line and iron rails for the St. Clair Branch and sidings have been purchased and are in course of delivery. Track laying has commenced, and it is fully expected that the rails will all be laid by the fifteenth of December, one thousand eight hundred and seventy two.

A portion of the rolling stock is now on the road, and a large quantity has been ordered by the Company.

The branches to Sarnia and Chatham have not been commenced.

6. Satisfactory evidence of the subscription of stock, the *bona fides* of such subscriptions,

and of the ability and intention of this Company to carry on the railway have already been furnished to your Excellency, as will appear by a minute of Council, passed on the twentieth of April, one thousand eight hundred and seventy-one.

7. That your petitioners believe that this Company falls within the construction of the Act passed by the Legislature of Ontario providing for aid to railways, and in view of the necessity for the construction of the road and the extensive area of country benefitted, trust that your Excellency will favourably regard their application for aid.

8. The Company's line leads to or approaches all the principal inland waters of the South Western Peninsula of Ontario, as the Welland River and Canal, the Grand River, and the Thames, and, as is humbly submitted to your Excellency, provides with railway communication a tract of country which has been for the last forty years unsuccessfully endeavouring to obtian it, and which will be immensely benefitted by the construction of the Company's Railway.

At the Western end of the Company's main line the country is thinly settled, and the railway for many consecutive miles goes through land which is still in a state of nature.

9. The St. Clair Branch of the Company's line runs through a very thinly settled tract of land, which will be much enriched by the construction of the road.

The line penetrates the lands of the Oneida and Muncey Indians, chiefly wild, and the oil region of the County of Lambton.

And your petitioners submit to your Excellency that there is no part of the Province of Ontario which would be more benefitted by, or is more in need of railway communication than the territory which will be served by the St. Clair Branch.

10. That before the commencement of work this Company was led to expect aid from the municipalities through which it passes to the amount of at least one million and one-half of dollars, and they were confirmed in such expectation by the action of a convention at which all the municipalities interested were represented, and which convention formally promised that aid to the amount of at least one million of dollars would be forth-coming, but that such expectations have not been fulfilled from the cause hereinafter mentioned, and the municipal aid granted the company will not exceed three hundred and thirty thousand dollars.

11. As an additional reason why such aid should be granted to this company, your petitioners respectfully shew that after the charter incorporating this company had been granted, and before this company was in any default whatever, and while their charter was in full force, the Legislature of the Province of Ontario, granted a charter for a rival railway viz, to the "Canada Air Line Company," a company really owned by the Great Western Railway Company, and that such company is now constructing a line of railway in opposition to, and immediately adjoining the line of the Canada Southern for a distance of about one hundred and fifty miles.

That in consequence of such charter having been granted the "Canada Southern Railway Company," has and will hereafter suffer serious loss, in the following as well as in other respects, viz:—

Owing to the rival charter the Canada Southern were deprived to a large extent of the municipal aid promised, and have suffered in this respect at least to the extent of one million of dollars.

The cost of the construction of the road was greatly increased owing to the enhanced price of labour and material consequent on the construction of the roads side by side.

The difficulty and cost of raising money on the securities of the company was greatly increased.

The returns of the railway after construction will be diminished by the existence of a rival line occupying almost the same territory.

Your petitioners would also submit that all lines of railway hitherto, or now being constructed in the Province of Ontario have received Government assistance either by loan or grant, and that if aid be granted to the "Canada Southern Railway Company, it will enable it greatly to improve and add to the usefulness of its line of railway.

That the construction of the branches to Sarnia and Chatham will depend on the Canada Southern Railway Company obtaining aid to assist in the construction of the same.

Your petitioners would therefore pray that your Excellency in Council will be pleased to order that on the completion of their railway, they shall be entitled to aid from the Government to the extent of two thousand dollars per mile for the main line, and for the St.

Clair Branch, the Sarnia Branch and the Chatham Branch to the extent of four thousand dollars per mile.

And your petitioners will ever pray.

(Signed,) M. COURTRIGHT,
President.

[L.S.]

NICOL KINGSMILL,
Secretary.

(Copy.)

CANADA SOUTHERN RAILWAY COMPANY,
TORONTO, October 18th, 1872.

SIR,—Referring to the petition of the "Canada Southern Railway Company," for aid which I had the honor to forward to you in the month of June last, I beg to ask whether the same has been laid before His Excellency the Lieutenant-Governor in Council for consideration, and whether any action has been taken thereon.

I have the honor to be, Sir,
Your obedient servant,
(Signed,) NICOL KINGSMILL,
Secretary, Ca. S. R. Co.

To the Hon. Peter Gow,
Secretary, Province of Ontario.

(Copy.)

CANADA SOUTHERN RAILWAY CO, SECRETARY'S OFFICE.
TORONTO, Oct. 24, 1872.

SIR,—I have the honour to enclose the following documents and papers relating to the application of the Canada Southern Railway, for aid from the Government—viz.: Report from F. N. Finney, Chief Engineer, relative to the character of the country through which the railway passes, and three maps in connection therewith.

You will confer a favour by submitting them to the Lieutenant-Governor in Council.

I have the honour to remain,
Yours obediently,
(Signed) NICOL KINGSMILL,
Secretary.

Hon. Peter Gow, Provincial Secretary,
Toronto.

(Copy.)

CANADA SOUTHERN RAILWAY COMPANY,
OFFICE OF THE CHIEF ENGINEER,
ST. THOMAS, ONT., Sept. 23rd, 1872.

SIR,—In compliance with your instructions to prepare a report upon the Canada and Southern Railway, and the country through which it passes, with the view of giving information to the Government in connection with the application of your company, made under "An Act in aid of Railways," I beg to report as follows:—

REPORT.

For information respecting the location, alignment, grades, distances, and other mat relating to the character of the road, I beg to refer to my report of February 15th, 1871, printed copy of which I enclose.

For convenience of reference, I will treat of the line as divided into the eastern section reaching from Fort Erie on the Niagara River to St. Thomas,

The western section, reaching from St. Thomas to Amherstburg, on the Detroit River, and the St. Clair branch, reaching from St Thomas to a point in the Township of Moore, on the St. Clair River.

Saint Clair Branch.

I will first refer to the St. Clair branch, as penetrating the country which is the last developed.

This branch of the "Canada Southern Railway," from the point of its divergence from the main line (near St. Thomas to the river St. Clair) is in length $61\frac{8}{100}$ miles.

The point of divergence is in the Township of Southwold, about four miles west of St. Thomas; after the line of railway crosses the Talbot Road North, within the Township of Southwold, it passes through a swampy and uncultivated country to the eastern boundary of the Township of Delaware; the construction of the railway will materially aid in the draining and opening up of this portion of the country.

The line next penetrates the reserve of the Oneida and Muncey Indians in the Townships of Delaware and Caradoc; this reserve in all contains about 20,000 acres of land, and was, as I am informed, intended as a hunting ground for the Indians; for this purpose it has become valueless, all game being entirely destroyed and it must eventually be devoted to the purposes of agriculture.

The track through which the line passes in Delaware has some Indian clearing upon it of little value; the land at present is of a cold and marshy nature, owing to there being no sufficient outlet for drainage purposes, and this to a great extent will be remedied by the construction of the railway.

The Caradoc portion of the reserve is (with the exception of a very small portion) natural forest, and the ground is low and wet.

The valuable timber upon the reserve has been removed, but the railway will furnish a market for that which is left, and which, but for its construction, would be valueless.

Should the reserve ever be sold for the benefit of the Indians the construction of the railway will be found to have trebled the commercial value of the land.

After leaving Caradoc the line passes through the north-east corner of Ekfrid, the south-west corner of Metcalfe, and the north angle of Mosa.

The character of the land is generally low, a portion consisting of a tamarac swamp, valueless in an agricultural point of view without drainage, which want the construction of the Railway will supply to a great extent.

The line then enters the County of Lambton, at the east limit of the Township of Brooke, and follows the fifth concessions of Brooke and Enniskillen, running through wild land, indeed what may be termed an almost unbroken forest, the land throughout is low, swampy, and wet, capable however with proper drainage of being made fertile and productive.

Government drains running north and south (at right angles to the railway) are at present being excavated, which will furnish an outlet for the water conveyed to them by the Railway ditches.

The Railway ditches are thus accessories to the Government system of drainage, and are quite as valuable to the country as the Government works.

The line of Railway in the Township of Enniskillen is constructed northerly of, and within a short distance of Oil Springs which, a few years since, was the principal oil producing point of the well-known Enniskillen oil territory. The decadence of that oil centre is attributable to the difficulty and expense of getting the product of the wells to market. The facilities of transportation offered by the Canada Southern Railway, will no doubt cause a revival of the oil business in this region, there being no reason to suppose that the natural product of the wells will be less than formerly. It has come to my knowledge that already steps are being taken to revive the oil business in this territory.

Leaving the Township of Enniskillen the road extends through the township of Moore, to a point south of Mooretown on the St. Clair River. Through this township with the exception of two miles at the east side of the Township, and about a mile back from the point,

the Railway passes through wild and uncultivated land of a singularly wet and marshy character.

The whole St. Clair Branch may be said to pass through a tract of country which while possessing all the elements of future prosperity, is at present practically undeveloped, but a small proportion has been reclaimed for the purposes of agriculture, and more particularly in the western townships the roads remain unopened, and up to the time the Railway was commenced, there was but little sign of progress.

This is to be attributed to the nature of the country, the drainage is insufficient to make natural roads, and the absence of stone, gravel or other roadmakers' material has prevented the construction of artificial highways.

The construction of a railroad through this territory must be attended with the happiest results, giving as it will, an easy means of communication, improving the drainage, developing the oil trade, and providing a sure and convenient market for the products of the soil and forest.

Western Section

Commences at the Town of St. Thomas, the County Town of Elgin, and extends through the Township of Southwold, which is a well settled and thriving agricultural Township, with good roads and prosperous villages. The best market town being London, at an average distance of twenty-five miles or St. Thomas the County Town.

The line then enters the Township of Dunwich, and with the exception of a small portion at the east side, passes through what is generally known as the Dunwich Swamp, a tract of land of considerable extent of little or no present value and extending westward into the township of Aldborough. The construction of the railway cannot fail to be of great importance to the development and ultimate drainage of this section.

The western part of Aldborough is comprised of land better adapted for agricultural purposes, and is to some extent settled.

The line then enters the southern portion of the County of Kent, passing through the Townships of Oxford, Howard, Harwich, Raleigh and Tilbury East.

This section of the County, excepting Tilbury East, which is somewhat low and swampy, may be classed as among the best agricultural districts of Western Canada.

The line now enters the County of Essex, in the Township of Tilbury West, west and passes through that Township. The Townships of Rochester, Maidstone, Colchester and Anderdon, where it strikes the Eastern shore of the Detroit River, above the Town of Amherstburg.

The section traversed by the railway through this County, (excepting the Township of Rochester,) is of much of the same character of country as the Townships of Brooke, Enniskillen, and Moore, on the St. Clair Branch, being an almost unbroken forest, and the land being flat and wet, and possessing no natural facilities for drainage, nor any outlet for the products of the soil or forest.

This region ought to become populous and prosperous, the soil possessing all the qualities necessary for successful agriculture, and the climate being singularly favourable, but the only mode by which this can be accomplished, is by the construction through it of a railway, which, in addition to the important benefit of drainage, will afford a ready market for the timber on the land, and so enable settlers at once to commence the work of clearing and improvement.

At present the tract now being referred to is unprovided with any direct communication with the East. The Great Western Railway hugs the shore of Lake St. Clair, and is separated from the interior of the County of Essex by what is known as the Great Marsh. Nothing could afford a better proof of the necessity of a railway through this territory than the fact, that with the oldest settlements in the Peninsula, on each side of it, it has, though possessing a fertile soil, remained so long an uncultivated wilderness.

Eastern Section.

This section of "The Canada Southern Railway" passes through, what in general terms may be stated to be a well settled and prosperous agricultural country, possessing advantages of soil and climate not surpassed in Canada.

The want of proper railway communication has been long felt, and has greatly retarded the progress of the country, the newer, though more Northerly part of the Peninsula has outstripped it, having been provided with railway accommodation.

The Eastern Section commences at Fort Erie in the County Welland, and passes through the Townships of Bertie, Humberstone, Crowland and Wainfleet, in the County of Welland.

This county is generally well settled, but the facilities of transporting produce are meagre, the county not being provided with any East and West communication, nearer than the Buffalo and Lake Huron Railway, which hugs the Lake Shore. The ordinary Township roads are bad, and in the spring and fall almost impassible. The land on the West side of Wainfleet is of a low swampy nature.

The road thence proceeds through the Townships of Moulton, Canboro, North Cayuga, Seneca, Oneida and Walpole, in the County of Haldimand.

This county may be considered as well settled, and like Welland requires an Eastern outlet. The Eastern portion of the county, particularly the Townships of Moulton and Canborough are low and swampy, and will be greatly improved as regards drainage by the construction of the railway.

The roads in Haldimand are bad, and it is singular that in so old a county there should be an almost total absence of any macadamized or gravel roads.

From the County of Haldimand, the road passes through the Townships of Townsend and Windham, in the County of Norfolk, South Norwich and Dereham, in the County of Oxford, South Dorchester, Malahide and Yarmouth, reaching St. Thomas, the County Town of the County of Elgin.

All these Townships are well settled by thrifty well-to-do farmers. The local roads are good, and the construction of the railway gives them the only thing needed to make them one of the most prosperous districts in Canada.

The number of miles in this section of wood and swamp land, which might be considered as opened up by the railway is about 25½ miles.

In addition to the three sections above named, the Legislature have granted, however, to construct a branch from some point in Enniskillen to the St. Clair River in Sarnia; also, from some point on the line in the County of Kent, to the Town of Chatham.

Neither of these lines as yet have been located. The Sarnia Branch would be about 18 miles in length, and would go through a section of country uncultivated and wet. The Branch to Chatham would be about six or seven miles in length, and would be of great benefit to the important Town of Chatham, County Town of Kent.

In conclusion, I would state that no line of railway will tend more to develope the resources of the country, and enhance the value of the products of the soil than the Canada Southern, traversing as it does a fertile section of the Province, and one heretofore possessing such meagre facilities for transportation.

A ready market for cattle, grain and all products will be afforded, and it must necessarily follow that the producers will for all articles obtain an increased price.

Respectfully submitted,

(Signed) F. N. Finney,
Chief Engineer

To Milton Courtwright, Esq.,
"President, Canada Southern Railway Company."

(Copy.)

Memo. Printed Report of Chief Engineer F. N. Finney, dated Fort Erie, Ont., February 15th, 1871.

Plan, Canada Southern Railway Co., St. Clair Branch.

Plan, Canada Southern Railway Co., Eastern Division.

Plan, Canada Southern Railway Co., Western Division.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 13th Nov., 1872.

SIR,—I am directed to request you to state, for the information of the Government, the names of the Municipalities that have subscribed to the stock of the "Canada Southern Railway Company," or granted bonuses thereto, with the amounts they have so respectively subscribed or granted.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Acting Assistant-Secretary.

Nicol Kingsmill, Esq.,
Secretary, Canada Southern Railway Company, Toronto.

(Copy.)

CANADA SOUTHERN RAILWAY COMPANY,
TORONTO, 21st November, 1872.

SIR,—In compliance with the request contained in your letter of the 13th inst., I beg to enclose a statement showing the names of the Municipalities that have granted bonuses to the "Canada Southern Railway Company," and the amounts respectively granted.

No Municipality has subscribed to the stock of the company.

I have the honour to be,
Your obedient servant,
(Signed) NICOL KINGSMILL,
Secretary.

To I. R. Eckart, Esq.,
Assistant Provincial Secretary, Toronto.

(Copy.)

CANADA SOUTHERN RAILWAY COMPANY.

Statement showing the names of the Municipalities who have granted aid by way of bonuses to the "Canada Southern Railway Company," and the amounts. The debentures are placed in the hands of Trustees, to be handed over to the Company on the fulfilment of the agreements made between the different Municipal Corporations and the Company.

County of Elgin			$200,000.
Township of Townsend,	County of	Norfolk	30,000.
" Durham,	"	Oxford	15,000.
" Anderdon,	"	Essex	15,000.
" Malden,	"	"	15,000.
Town of Amherstburgh,	"	"	15,000.
" St. Thomas,	"	"	25,000.
			$315,000.
The Township of Norwich,			15,000.

These debentures the Municipality will not hand over to the Trustees appointed under the Act, on the ground that the Township is indebted to the Government in connection with the Municipal Loan Fund, and require the assent of the Government before contracting a fresh debt.

(Copy.)

CANADA SOUTHERN RAILWAY COMPANY, SECRETARY'S OFFICE,
TORONTO, 30th December, 1872.

SIR,—I beg to enclose a statement, showing the lengths of the Canada Southern Railway track in each of the counties through which it passes.

This is sent in connection with the application for aid.

I have the honour to remain,

Yours respectfully,

(Signed) NICOL KINGSMILL.

To the Hon. T. B. Pardee,
Provincial Secretary, Toronto.

Memo.—31st December, 1872. Acknowledged.

(Copy.)

Statement showing the lengths of the Canada Southern Railway Right of Way, in each of the Counties through which it passes.

Main Line.

County of	Essex	36·79 miles
"	Kent	40·44 "
"	Elgin	49·95 "
"	Oxford	19·43 "
"	Norfolk	18·42 "
"	Haldimand	33·07 "
"	Welland	31·12 "
	Total	229·22 miles.

Saint Clair Division.

County of	Elgin	4·18 miles.
"	Middlesex	32·17 "
"	Moore	24·63 "
	Total	61·56 miles.

Township of	Anderdon	8·02 miles.
"	St. Thomas	1·18 "
"	Norwich	10·26 "
"	Dereham	9·14 "
"	Townsend	9·27 "

Track is laid east of St. Thomas to two and a half miles east of the East Town Line of Dereham, which takes it through Dereham.

(Copy.)

CANADA SOUTHERN RAILWAY CO., SECRETARY'S OFFICE,
TORONTO, March 14th, 1873.

DEAR SIR,—The application of the "Canada Southern Railway Company" for aid from the Government, has now been made several months without any response, and from the few words dropped by you to-day, I fear that you do not consider the application with favour.

We think we have peculiar claims to ask for bonus on the St Clair Branch, running chiefly through the Townships of Caradoc, Delaware, Ekfield, Mosa, Brooke, Enniskillen and Moore. This branch is purely a local road, and must continue so for some time, and runs through an unsettled country, and one which can only be improved by means of a railway. There is no road which has received Government aid which benefits more the country it runs through, than this branch does, nor any portion of the country to which a railway is a greater boon.

For accurate information on these points, I beg to refer you to the papers and maps accompanying this petition.

You will see that, if opening up a section of the country is to be considered in a claim for aid, that our Company, as regards the St. Clair Branch, is more entitled to assistance than the "Whitby and Port Perry," the "Toronto, Grey, and Bruce," the "Toronto and Nipissing," or, indeed, any one of the railways which have received bonus.

Our Company will be content with a less amount than has been granted to other similar enterprises, but would feel that an unjust discrimination was being made, to our prejudice, if denied aid altogether.

I have the honour to be,
Yours obediently,
(Signed) NICOL KINGSMILL.

To the Hon. O. Mowat,
Attorney-General, Toronto.

(Copy.)

CANADA SOUTHERN RAILWAY COMPANY, SECRETARY'S OFFICE,
TORONTO, 12th April, 1873.

SIR,—I beg to notify the Government that the Canada Southern Railway will on and after the 15th day of May next, be sufficiently completed for the safe conveyance of passengers, and will then be ready for inspection under the Provisions of the Railway Act.

I have therefore to request that such inspection be ordered by the Government accordingly.

I have the honour to be, Sir,
Your obedient servant,
(Signed) NICOL KINGSMILL,
Secretary, C. S. R. Co.

To the Honourable the Provincial Secretary, &c. &c. &c.,
Parliament Buildings, Toronto.

(Copy.)

CANADA SOUTHERN RAILWAY COMPANY, SECRETARY'S OFFICE,
TORONTO, April 12th, 1873.

DEAR SIR,—Referring to the conversation I had the honour to hold with you on Thursday last, I beg to call your attention to the fact that in addition to the St. Clair

branch of the Canada Southern Railway, authorized by 33 Victoria, cap. 32, the Company has been authorized to construct the following branches by 35 Victoria:—

1. From a point on its line of Railway in the Township of Enniskillen, to a point on the St. Clair River, in the Township of Sarnia. This branch, if built, would go to the Town of Sarnia, and would be about 18–20 miles in length.

2. From its line of railway in the County of Kent to the Town of Chatham, this branch would probably be about 6–8 miles in length. By 36 Victoria.

3. From any point on its line of railway in the Township of Enniskillen to Petrolia, this branch would be about 5–6 miles in length.

4. Also to the Village of Oil Springs 2–3 miles in length.

5. Also one or more branches from any point on its line of railway in the County of Welland to any point on the Niagara River or to the line of the Erie and Niagara Railway Company, in the Counties of Lincoln and Welland.

It is uncertain what course would be taken for this branch, but the distance would not probably exceed 20 miles at most.

These branches would all be for the convenience of local trade, none of them are as yet constructed, and without aid, it is improbable that they will be.

I would also direct your attention to the fact that the St. Clair branch of the Canada Southern Railway was chartered as a branch—that it must for some time do purely a local business.

Whatever may be the result of the application to the Government for railway aid upon the main line, I would beg your consideration as regards the branch lines above specified.

I have the honour to remain, Sir,

Your obedient servant,

(Signed) Nicol Kingsmill,
Secretary, Canada Southern Railway Co.

The Honourable O. Mowat,
Attorney-General, Toronto.

(Copy.)

Canada Southern Railway Company, Secretary's Office,
Toronto, May 9th, 1873.

Sir,—Referring to the notice given to the Government through you on the 12th April, 1873, requiring the inspection of the Canada Southern Railway, under the Railway Act, I have further now to give notice that on the 19th instant the western division of the said railway, extending from St. Thomas to Amherstburg, will be sufficiently completed for the safe conveyance of passengers and ready for inspection.

(Signed) Nicol Kingsmill.
Secretary.

T. P. Pardee, Esq., Provincial Secretary,
Toronto.

(Copy.)

Toronto, 9th May, 1873.

Sir,—Understanding from the Secretary of the "Canada Southern Railway." that the Government will shortly cause an inspection to be made of the above Railway, I beg to inform you that I am prepared to receive any instruction in regard to the above, and shall be obliged if you will forward all communications to care of above address, Clark & Fielde.

I am, Sir,

Your obedient servant,

(Signed) B. W. Gossage,

The Hon. the Provincial Secretary,
Toronto.

Mem.—10th May, 1873. Acknowledged.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 27th May, 1873.

SIR,—I have the honour to inform you that an Order in Council has been approved of by His Excellency the Lieutenant Governor, authorising you under section one hundred and eighty of the Consolidated Railway Act, (22 Vic., Cap. 26,) to inspect the "Canada Southern Railway.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Assistant-Secretary.

B. W. Gossage, Esq.,
Civil Engineer, Toronto.

(Copy.)

CANADA SOUTHERN RAILWAY COMPANY, SECRETARY'S OFFICE,
TORONTO, May 28th, 1873.

SIR,—Referring to notice given to the Government through you on the 12th April, 1873, requiring the inspection of the Canada Southern Railway under the Railway Act, I have further now to give notice that on the 7th June, the Eastern and St. Clair Division of the said railway extending from St. Thomas to Fort Erie and Mooretown respectively, will be sufficiently completed for the safe conveyance of passengers, and ready for inspection.

I am, Sir,
Your most obedient servant,
(Signed) NICOL KINGSMILL,
Secretary.

T. B. Pardee, Esq., Provincial Secretary,
Toronto.

(Copy.)

CANADA SOUTHERN RAILWAY COMPANY,
QUEENSTON, 12th December, 1873.

MY DEAR SIR,—I respectfully state that $62\frac{65}{100}$ miles of the Canada Southern Railway known as the St. Clair River branch, runs mostly through a wilderness, and all through a sparsely settled country. This portion of our line can only be presently useful in developing the country, and certainly not profitable to its constructors.

We are within the letter and spirit too of the Acts which allow the Ontario Government to aid such undertakings. We are also short of money. The working of sixty odd miles of track, valuable to the country, is rendered dangerous from want of ballasting, and the finishing touches requisite to such property.

This property cost the company fully two and a half millions of dollars in solid cash, and the company having exhausted its means is unable to complete the ballasting without the assistance of the Government.

The track is laid, and the line has been used for business for several months, but the company do not feel justified in continuing to run it under the circumstances.

We put in an application for aid before the line was completed so as to be run over, and there was no C. S. contract of construction before May, 1871, nor any work done on this branch (which may be considered an entirely independent railway) before that date.

I desire to urge upon the Government the propriety of making such enquiries as it may consider proper to verify the facts above stated, and am persuaded that such enquiry will shew the justice of our claim for assistance.

I would also urge that an early decision should be had, so that we may not be compelled to close this portion of our road, even for a season.

I remain, My dear Sir,
Your very truly,
(Signed) WM. A. THOMSON,
Local Director of C. S. Rwy. Co.

Hon. Oliver Mowat,
Attorney-General, Toronto.

DEPARTMENT OF PUBLIC WORKS,
TORONTO, 29th December, 1873.

SIR,—In accordance with your instructions of the 20th instant, I have made an examination of the St. Clair Division of the Canada Southern Railway, and have to report thereon under the following heads:—

1.—COUNTRY TRAVERSED BY THE RAILWAY.

This Division of the Canada Southern Railway forms a distinct branch from the Main Line, and commences at a point thereon called St. Clair Junction, four miles west of St. Thomas. From thence it passes through the Townships of Southwold, Delaware, Caradoc, Ekfrid, Metcalfe, Mosa, Brooke, Enniskillen, and Moore, to Courtright Station, its western terminus on the bank of the St. Clair River, and opposite the Village of St. Clair, in the State of Michigan, U.S.

The length of the whole branch is given by the railway time tables at 62.7 miles. At 1½ miles from the St. Clair Junction the line is crossed by the Air Line Railway, which, after the necessary curvature, continues nearly parallel to, and about 3¾ miles distant therefrom, as far as the crossing of the Great Western Railway, at a distance of 18 miles from the Junction.

After passing the Great Western Railway the line is straight to its termius, about 9 miles distant from, and parallel to, the Sarnia Branch of the Great Western Railway.

The country through which it passes is nearly level throughout, for the most part uncleared and heavily timbered. The greater part of the road allowances are not yet opened out, and those that are formed for travel are of a poor description, being mostly clay roads, always in bad condition in the spring and fall.

From these conditions of the surface, the difficulties of access to leading thoroughfares by road or rail are much greater than would appear by the inspection of the outline of the country as delineated on any of the maps, and therefore I have no hesitation in saying that a great benefit will be conferred on a large portion of the following townships by the completion of the St. Clair Branch Railway:—Townships of Ekfrid, Metcalfe, Mosa, Brooke, Euphemia, Enniskillen, Dawn, Moore, and Sombra.

The soil in all these townships is of the best description, but the surface is flat and in many parts wet and sparsely settled, the wetness in the surface being remedied in all by extensive drainage operations, many of which are being carried out by the municipal authorities, and these works in conjunction with the completion of this railway through the heart of the unsettled lands, will, I have no doubt, rapidly develop the settlement of this section of country.

2.—PRESENT AND PROSPECTIVE TRAFFIC.

There is only one section on the line, at which a village existed prior to the construction of the road, and that is Longwood, now called Melbourne Station.

The other stations are Southwold and Delaware, east of the Great Western Railway, and Ekfrid, Alvinston, Inwood, Oil City, Brigden, and Courtwright, between the Great Western Railway and the River St. Clair.

Alvinston is an old settlement on the eastern edge of the Brook Swamp; Inwood is a new place with saw mill and a few houses in the heart of the swamp, and Oil City is in the wooded country in Enniskillen; there are a few houses at each place, and in time they may grow into villages, when the country around them gets cleared and settled; but at present and for a long time to come, the traffic accruing to the railway by either passengers or freight from any part of the district traversed by the line will be small, and, I think, insufficient to cover working expenses.

At present only one train each way runs over the line every second day, and the chief and almost only freight is cordwood.

At St. Clair, in Michigan, opposite Courtwright, I am informed a line is built in connection with this railway, which forms a connecting link fifteen miles in length with the Grand Trunk Railway in Michigan.

It was intended to make an extension of this line across the State of Michigan to form a means of transit for a *through* freight and passenger traffic over the St. Clair Branch and

Main Line of the Canada Southern Railway; but I am informed that this part of the project has fallen through, on account of the monied difficulties in connection with railway construction in the United States and unless it is revived, I do not think the connecting line with the Grand Trunk Railway will be of any service to the St. Clair Branch of the Canada Southern Railway, as the Grand Trunk Company will not be likely to let any amount of traffic to pass from their line to a competing one between Michigan and Buffalo. Under the circumstances, I do not think the Branch Line will derive any benefit from through traffic.

3.—Condition of Works and Cost of Completion.

The alignment and grades of the road are very good, and from the Thames to the St. Clair, a distance of over 50 miles, it is without a single curve.

The iron rails which are laid throughout have a weight of 60 pounds to the lineal yard, and are fastened with fish plates at the joints.

The surface of the road bed requires raising in the wet lands, and a large extent of ditching must be opened out.

The road requires ballasting throughout, with a quantity of about 2,000 cubic yards to the mile; and as there is no ballast on or near the line, the gravel will have to be hauled from a pit on the Main Line, about 30 miles from the Junction. This will make the average haul 60 miles, and will of course increase the cost of this part of the work.

The approaches to the Thames River, and east and west Bear Creek, are formed by embankments, connected with trestleworks at each end of the bridges proper.

At present these trestleworks are divided into two classes, viz., permanent and temporary structures.

The permanent trestleworks are constructed of pine and oak, well built and strongly braced and bolted; but the temporary ones are made of timber that will soon decay, and the braces are of the poorest description.

These temporary portions of the works were put up for the purpose of running construction trains over them while engaged in filling them up with earth from the adjacent cuttings, and before the road is properly opened for traffic they should be filled by embankments. They are as follows:—

Thames River Bridge—420 feet lineal of temporary trestlework at the west end; average height, 50 feet; earthwork required, 82,000 cubic yards.

East Bear Creek Bridge—300 feet of temporay trestlework at the east end; average height 42 feet; and 375 feet of temporary trestle at the west end; average height, 45 feet; the whole requiring 6,400 cubic yards of filling.

West Bear Creek.—45 feet of temporary trestle at the east end; average height, 20 feet; 45 feet of do. at the west end, 25 feet high, and 120 feet of same, 12 feet high; the whole requiring 6,400 cubic yards of fillling.

The stations on the line have sidings laid in, but no buildings erected, and these must be provided before the line is equipped for public travel.

I estimate the following as the cost of the completion of the works mentioned:—

62½ miles ballasting, 2,000 cubic yards to a mile, at 45c	$56,250
191,000 cubic yards of filling for temporary trestlework, at 20	38,200
Opening out ditches and improving formation	10,000
30 miles of fencing to complete	20,000
Buildings required at 10 stations, at $2,500 each	25,000
Total	$149,450

When these works are completed the railway will be put into excellent condition, and will be of much service to the district through which it is located.

With regard to the application for aid under the authority of the "Act in aid of Railways," I consider the location of this line through the country described in the first part of this Report, to be in accordance with the description contained in the preamble to the Act,

viz :—" Railways leading to or through sections of the country remote from existing thoroughfares, or passing through thinly settled tracts."

In concluding this Report, I respectfully suggest that if a bonus is granted to the railway under the authority of the above recited Act, the payments shall be conditional on the completion of the unfinished works as herein described, and after they have been examined and reported on as finished by an engineer from this Department.

I have the honour to remain,

Your obedient servant,

(Signed) T. N. Molesworth.

Hon. A. McKellar,
Commissioner Public Works.

RETURN

Of Correspondence and Papers relating to the "Grand Junction Railway," subsequent to that printed in Sessional Papers of 1871-72.

By command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 9th March, 1874.

Schedule of Papers and Correspondence relating to the "Grand Junction Railway."

1872.

Jan. 20.—Letter from F. Shanly, to President of Company.
March 6.—Letter from President of Company, to the Hon. the President of the Council.
March 7.—Letter from the Hon. the Provincial Secretary, to President of Company.
March 8.—Letter from the Hon. the President of the Council, to President of Company.
March 9.—Letter from the Hon. the Provincial Secretary, to President of Company.
March 9.—Letter from President of Company, to the Hon. the Provincial Secretary.
March 9.—Letter from G. W. Ranney, to President of Company.
March 11.—Telegram from President of Company, to the Hon. the Provincial Secretary.
March 11.—Letter from Secretary of Company, to the Hon. the Provincial Secretary, enclosing—
March 11.—Telegram (copy) from President of Company, to the Hon. the Provincial Secretary.
March 11.—Telegram (copy) from President of Company, to President of "Midland Railway."
March 11.—Telegram (copy) from President of "Midland Railway," to President of Company.
March 11.—Letter from President of Company, to the Hon. the Provincial Secretary.
March 14.—Letter from President of Company, to the Hon. the Provincial Secretary.
March 26.—Letter from the Hon. the Provincial Secretary, to President of Company, enclosing—
March 25.—Order in Council (copy.)
March 28.—Letter from President of Company, to the Hon. the Provincial Secretary.
Memorial of the Corporation of the Town of Port Hope.
April 2.—Letter from Acting Assistant-Secretary Eckart, to President of Company.
April 4.—Letter from Secretary of Company, to Acting Assistant-Secretary Eckart enclosing—
Agreement (draft) between "Midland Railway Company" and "Grand Junction Railway."
Oct. 8.—Letter from Secretary of Company, to the Hon. the Provincial Secretary, enclosing—
Contract and Specifications, with Bond.
Oct. 15.—Letter from Secretary of Company, to the Hon. the Provincial Secretary.
Oct. 25.—Letter from Acting Assistant-Secretary Eckart, to Secretary of Company, enclosing—
Oct. 23.—Order in Council (copy.)

1872.
Oct. 26.—Letter from Secretary of Company, to Acting Assistant-Secretary Eckart.
Nov. 9.—Letter from Secretary of Company, to the Hon. the Provincial Secretary.
Nov. 19.—Letter from A. R. McDougall, to the Hon. the Commissioner of Public Works.
Nov. 20.—Letter from Acting Assistant-Secretary Eckart, to A. R. McDougall, Belleville.
1873.
March 24.—Letter from Secretary of Company, to the Hon. the Provincial Secretary, enclosing—
Agreement (draft).
1872.
April 4.—Letter from Secretary of Company, to President "Midland Railway."
April 4.—Letter from Secretary of Company, to Acting Assistant-Secretary Eckart.
1873.
Dec. 19.—Letter from President of Company, to the Hon. the Attorney-General.
Dec. 23.—Telegram from the Hon. the Attorney-General, to the President of Company.
Dec. 27.—Letter from President of Company, to the Hon. the Attorney-General.
Dec. 30.—Letter from Henry Kinloch, to President of Company.
1874.
Jan. 1.—Letter from President of Company, to the Hon. the Attorney-General.
March 6.—Letter from Billa Flint, Belleville, to Hon. Attorney-General.

Grand Junction Railway,
Toronto, 20th January, 1872.

Dear Sir,—In explanation of the detour made northwards from Belleville before striking a westerly course, I may explain that a direct line is rendered impracticable, from the fact of the high ridge of land, known as the "Oak Hills," being in the way, necessitating the line being located either to the north, by way of Stirling, or south, by way of Frankford, whilst the windings of the River Trent also oblige us to deviate from a direct course, in order to avoid two additional and expensive crossings of that stream. The line by way of Frankford, though some one and three-quarter miles the shortest, will in all likelihood be the most expensive, from its proximity to the river on the one side, and the "Oak Hills" on the other.

Yours truly,
(Signed) F. Shanly,
Chief Engineer.

Thomas Kelso, Esq.,
President.

Belleville, 6th March, 1872.

Sir,—I have the honour to transmit herewith the proceedings of a meeting of the Directors of the Grand Junction Railway Company, resident in the Town of Belleville, viz. :—

Minutes of an Informal meeting of the Directors of the Grand Junction Railway Company, called by the President, and held this fifth day of March, 1872. Present :—

Thomas Kelso, Esq., President.
Henry Corby, Esq., M.P.P.
Dr. Boulter, M.P P.
D. D. Bogart, Esq.
J. J. B. Flint, Esq., Mayor of Belleville.
James Brown, Esq., M.P.
M. Bowell, Esq., M.P.
W. H. Ponton, Esq.
Thos. Holden, Esq.

Messrs. Corby, Graham, and Boulter, reported to the Board, that in a conference held by them as representing the Grand Junction Railway, with the President and Vice-President of the Midland Railway, held in Toronto on Friday last, the latter company expressed their willingness to grant to the Grand Junction Railway, all powers over and on that

portion of their line of Railway between Lindsay and Mundy's Bay, inclusive, known and recognized in England as running powers, and all other facilities necessarily incident thereto, subject to such tolls, and payments, and regulations, as may be determined upon by arbitration, and subject to the ultimate decision of Government, such running powers to be contingent on the Government granting aid to said company from the Bonus Fund of the Government from Orillia to Mundy's Bay.

The board having considered the above statement, approve of the proposition, and unanimously recommend the president to communicate their approval to the Honourable the President of the Council, and respectfully request him to transmit to him as soon as convenient, a copy of the proposition made by the Midland Railway Board to the Government, that a full meeting of the Directors of the Grand Junction Railway may be called, with the view of giving their sanction thereto in proper form.

I have the honour to be, Sir,
Your obedient servant,
(Signed) THOMAS KELSO,
President, G. J. R. W.

Hon. E. Blake,
President, Executive Council, Ontario.

Copy.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 7th March, 1872.

SIR,—I have to inform you that the Government is waiting the communication which at the meeting of gentlemen interested in the Grand Junction and the Midland Railway Companies with the President of the Council, was agreed should be made.

I have to call your attention to the fact that Omemee, would seem to be the true point of junction with the Midland Railway, and to ask the consideration of your company, to the plan of constructing an independent line only to that point. In view of the former attitude of the Midland Company, and of all the circumstances, the Government thought it right to pass the Orders in Council in their present form, but the arrangement indicated, and the tone evinced at the meeting referred to, are such as to lead to the hope that the companies might agree upon a junction at Omemee, with running powers to the Grand Junction from that point to Beaverton, and the Government in accordance with its general policy of avoiding the construction of two independent competing lines, is desirous of accomplishing this result. A copy of this letter is forwarded to the Midland Company.

I have the honour to be, Sir,
Your obedient servant,
PETER GOW,
Secretary.

Thomas Kelso, Esq.,
President, Grand Junction Railway, Belleville.

(Copy.)

OFFICE OF THE PRESIDENT OF THE COUNCIL—ONTARIO,
TORONTO, 8th March, 1872.

SIR.—I have the honour to acknowledge your letter of the 6th inst., in reference to the Grand Junction Railway. It is desirable that these communications should be addressed to the Provincial Secretary, who is the official organ of communication between the Government and the public. I have, however, transferred this letter to the Secretary.

You will have received ere this, a letter from the Secretary, making a further suggestion, and you will have learned from that letter, that the Government has as yet received no communication from the Midland Railway Company.

I have the honour to be, Sir,
Your obedient servant,
(Signed) EDWARD BLAKE.

Thomas Kelso, Esq.,
President, Grand Junction Railway, Belleville, Ont.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 9th March, 1872.

SIR,—I have the honour to call your attention to the fact that under the recent Orders in Council granting aid, provision is made for the execution of an agreement for running powers, in which the "Grand Junction Railway Company" is interested.

I have to ask that that company will, at its earliest convenience, forward a draft of the agreement alluded to, for the consideration of the Government.

I have the honour to be, Sir,
Your obedient servant,
(Signed) PETER GOW,
Secretary.

Thomas Kelso, Esq.,
President, Grand Junction Railway Company, Belleville.

(Copy.)

BELLEVILLE, 9th March, 1872.

SIR, I have the honour to acknowledge your letter of the 7th instant, respecting a proposal to unite with the Midland Railway at Omemee instead of Lindsay.

I will take immediate steps for a special meeting of our Directors, and obtain the opinion of the Board on the proposition, and will immediately acquaint you of the result, but I must in candour state that I see grave reasons for objection to the proposal, rendering it impossible for the Board to assent, the reasons are these :—An arrangement was entered into between our directors and the municipal authorities of the Town of Lindsay, whereby we agreed to erect and maintain at Lindsay, the works and repairing shops for the western and northern portion of the line, and on the faith of this our obligation, Lindsay agreed to grant us a bonus of fifty thousand dollars; from this agreement Lindsay would not permit us to recede, and I am sure I can speak for the Board in saying that, apart from this agreement, our interests would be most injuriously affected by the proposed arrangement, and you will observe by the enclosed letter from our Assistant Engineer that no junction could be had by us at Omemee on surveyed line to Lindsay, but it might be made within four miles from Lindsay, a saving merely of a small sum, not to be considered when the prosperity of our line would be endangered.

I have the honour to be, Sir,
Your obedient servant,
THOS. KELSO,
President.

The Hon. P[illegible]r Gow,
Secretary [illegible] the Province of Ontario.

BELLEVILLE, 9th March, 1872.

SIR—In reply to your inquiries in relation to forming a junction with the Midland Railway at Omemee, I beg to state that, in getting from the 2nd to the 5th Concession of Emily, to and from Pigeon Creek, there are governing valleys, which have to be followed. The most convenient junction that could be made would be about four miles west of

Omemee Station. The change of direction would create at least one mile further run for the Grand Junction Railway.

It would save the construction of four miles of road from the present surveyed line to Lindsay.

I have the honour to be, Sir
Your obedient Servant,
G. W. RANNEY,
Asst. Engineer.

T. Kelso, Esq.,
President, Grand Junction Railway Co.,
Belleville.

(Copy.)

Telegram from Thomas Kelso, President, Grand Junction Railway, to Hon. Peter Gow, dated 11th March, 1872.

Board sitting. Delegation will meet Midland people on Thursday in Toronto, to make agreement on arrangement proposed from Lindsay, West. Have telegraphed Boulton.

(Copy.)

GRAND JUNCTION RAILWAY,
BELLEVILLE, 11th March, 1872.

SIR—I beg to transmit to you copies of the following telegrams in connection with the contemplated conference between gentlemen representing the Midland and Grand Junction Railways and the Government, all of which I certify as being correct copies as sent and received.

I have the honour to be,
Your obedient Servant,
D. B. ROBERTSON,
Sectr. G. J. Ry. Co.

Hon. Peter Gow,
Provincial Secretary, Ontario,
Toronto.

(Copies.)

BELLEVILLE, 11th March, 1872.

Board sitting. Delegation will meet Midland people on Thursday in Toronto, to make agreement on arrangement proposed from Lindsay, West. Have telegraphed Boulton.

(Signed) THOS. KELSO,
President, Grand Junction Railway Co.

To Hon. Peter Gow,
Provincial Secretary,
Toronto.

BELLEVILLE, 11th March, 1872.

Have telegraphed Hon. Provincial Secretary as follows:—"Board sitting. Delegation will meet Midland people on Thursday, in Toronto, to make agreement, on arrangement proposed, from Lindsay, West. Have telegraphed Boulton." Arrange to meet us accordingly. Answer.

(Signed) THOS. KELSO.

To D. E. Boulton, Esq.,
President, Midland Railway,
Port Hope.

Belleville, 11th March, 1872.

By telegraph from Port Hope.

Thursday will suit, as you have wired Provincial Secretary.

(Signed) Boulton.

To Thos. Kelso.

(Copy.)

Grand Junction Railway,
Belleville, March 11th, 1872.

Sir,—I have the honour to inform you that the Board of this Company met to-day, when the proposition to give to this Company running powers over that portion of the Midland Railway, situate between Lindsay and Lake Huron, as expressed in a resolution passed at an informal meeting of the Board held the other day, was approved.

I had the honour a few days ago to forward you a copy of the resolution passed at that informal meeting.

With respect to the proposition to connect with the Midland at Omemee, I am directed by the Board to say that they fully appreciate the motives of the Government in suggesting the connection at the point named, and that they are exceedingly anxious to save the useless expenditure of a single dollar of capital that can be avoided; and they fully concur in the idea of avoiding the unnecessary construction of competing lines. At the same time it is impossible for them, they submit, to connect with the Midland at Omemee, and for the following reasons:—

First, Owing to the formation of the Country, the construction of the direct line to Omemee from Peterborough, would be exceedingly expensive, and would involve grades and cuttings of a very serious character. If, however, a connection was attempted from the point where the existing survey crosses Pigeon Creek, which is the only point on the Grand Junction line, from which a diversion could be made to connect at Omemee with the Midland, the difficulty would be almost as great. Besides this, it would increase the length of the Grand Junction line, and the expenditure as between this and continuing their present survey to Peterboro' would be very small.

Secondly, Lindsay will evidently be a Railway centre, from which a number of lines, some going in one direction and some in another, will diverge. The Grand Junction Board therefore consider it of vital importance to them, to be untrammelled in their connection with Lindsay.

The line they have at present surveyed is shorter than any other they can get, is easier in its construction, lighter in its grades, cheaper in every way, and in its approach or entrance to Lindsay is very advantageous.

Thirdly, The Grand Junction have entered into arrangements with the people of Lindsay, which they cannot break, and which bind them to the construction of a line to Lindsay. In fact, if the connection at Omemee was forced on the Grand Junction, it would be equivalent to stopping them at Peterboro'.

I will not at present trouble you with the reasons at greater length, but when I have the honour to meet you on Thursday next, I will be able to lay additional reasons before you, any one of which I am sure will be sufficient to induce the Government to concur in the propriety of allowing us to construct our own line to Lindsay.

In conclusion, I will only add that some time ago when we were discussing with Mr. Boulton and his Board the subject of running powers, it was explained to Mr. Boulton very fully, that it was impossible for this Company to agree to a connection at Omemee, and he understands very fully why the Board of this Company cannot agree to that proposition.

I have the honour to be, Sir,

Your most obedient servant,

(Signed) Thomas Kelso.

President.

To the Honourable Peter Gow, G. J. R. Co.
Provincial Secretary, Toronto.

(Copy.)

GRAND JUNCTION RAILWAY COMPANY,
TORONTO, 14th March, 1872.

SIR,—Referring to our conversation with the Honourable the President of the Council this morning, in relation to the running powers proposed to be given to this Company over a portion of the Midland Railway,

I beg to state, that the Grand Junction Railway Company are prepared to give to the Midland Railway Company, between the point of junction of the two lines and Belleville, the same power we ask from the Midland over their lines from the point of junction westward, and on the same terms; we would also beg to request that the running powers to our Company may be extended over the line connecting with Lake St. John and any other Branch lines, or lines, connecting with the Midland, to the full extent the Government may think the public interest will warrant, and

I have the honour to be, Sir,
Your obedient servant,
(Signed) THOMAS KELSO,
President, G. J. R. Co.

To the Honourable Peter Gow,
Provincial Secretary, Toronto.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 26th March, 1872.

SIR,—I have the honour to transmit herewith a copy of an Order in Council, approved by His Excellency the Lieutenant-Governor on the 25th instant, granting aid from the Railway Fund to the "Midland Railway Company," the receipt of which you will be good enough to acknowledge.

I have the honour to be, Sir,
Your obedient servant,
(Signed) PETER GOW,
Secretary.

Thomas Kelso, Esq., President,
Grand Junction Railway Company, Belleville.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the Twenty-fifth day of March, 1872.

The Committee of Council have had under consideration the application of the Midland Railway Company for aid out of the Railway Fund, and they advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly, (in default of which ratification this Order in Council is inoperative,) payment be authorized to be made out of the Railway Fund to the said company, on the fulfilment of the conditions of the Act, of a sum equal to two thousand six hundred and fifty dollars per mile, of that portion of the said railway between the Village of Orillia and Mundy's Bay.

The Committee further advise that the grant of aid under this order in Council, be upon the following conditions, that is to say:—

One—On condition that in case the "Northern Extension Railways Company," do, before the first day of June next, agree by an instrument, embodying all proper details, and approved by the Lieutenant-Governor in Council, to do what may be necessary to give the Midland Railway Company running powers over that portion of the railway of the Northern Extension Railways Company, lying between the Narrows, near Atherly, and the point of intersection of the tramway at Lake St. John, on terms to be settled between the Companies,

by the award of the majority of three arbitrators, one to be chosen by each company, and the third by the two so chosen, or in case of disagreement, by the Lieutenant-Governor in Council, in making which award the arbitrators are to have regard to the amount of public aid, granted under Order in Council in respect of that portion of the Northern Extension Company's Railway, then the Midland Railway shall, before the first day of July next, agree in like manner to do what may be necessary to give the Northern Extension Railway Company running powers over that portion of the Midland Railway lying between Orillia Village and Mundy's Bay, on terms to be settled in like manner.

Two—On condition that the Midland Railway Company shall, before the first day of July next, agree in like manner to do what may be necessary to give the Grand Junction Railway Company running powers over that portion of the Midland Railway lying between the point of junction at Omemee or Lindsay, or any intermediate point and Mundy's Bay, on terms to be settled in like manner.

The Committee further advise that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length, on the fulfilment of the conditions of the said Act as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council, of the existence of a *bona fide* and sufficient contract for the completion of the works on the remainder of the line between Orillia and Mundy's Bay.

Certified,

(Signed) J. G. Scott,
C. E. C.

Executive Council Chamber,
26th March, 1872.

(Copy.)

Grand Junction Railway Office,
Belleville, 28th March, 1872.

Sir,—I have the honour to acknowledge the receipt of your communication of the 26th instant, enclosing a copy of the Order in Council passed, giving aid to the Midland Railway, and the conditions attached thereto as respecting running powers to the Grand Junction Railway Company.

I have carefully noticed the contents of your letter and the Order in Council, and, on behalf of my board, I have to express our appreciation of the manner in which the whole matter has been dealt with, and

I have the honour to be, Sir,
Your obedient servant,
(Signed) Thos. Kelso,
President.

To the Honourable Peter Gow, Provincial
Secretary, Toronto.

(Copy.)

To His Excellency the Honourable William Pearce Howland, C.B., Lieutenant-Governor of the Province of Ontario, in Council.

The Memorial of the Corporation of the Town of Port Hope,

Most Respectfully Sheweth:—

That the Midland Railway of Canada has been mainly constructed by moneys raised upon the credit of the town, for the repayment of which it is liable to the Government.

That the sole object of such expenditure was the advancement and prosperity of the place.

That your Memorialists understand, the company are now seeking running powers over the Grand Junction Railroad, from the proposed point of intersection eastward.

That such powers would, in the opinion of your memorialists, militate most injuriously against the interests of the town, by diverting a large portion of the traffic, thus defeating the object of the outlay and rendering the Municipality less able to liquidate the claims of the Government.

Your Memorialists conceive that the granting of these powers under such circumstances would be neither just nor expedient, and venture to hope your Excellency in Council may be pleased to view the matter in this light, and refuse to grant so inequitable an authority to the Midland Road.

On behalf of the Corporation,

(Signed,) N. KIRCHHOFFER,
Mayor.

[Seal.]

(Signed,) H. V. SANDERS,
Clerk.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 2nd April, 1872.

SIR,—I have the honour to call your attention to the fact that no reply has as yet been received to the communication addressed to you from this Department, under date 9th ultimo, in which it was pointed out that under the recent Order in Council granting aid, provision was made for the execution of an agreement for running powers in which the Grand Junction Railway Company was interested, and you were accordingly requested to forward at your earliest convenience for the consideration of the Government, a draft of the agreement alluded to.

I have again to request that the information asked for may be furnished immediately, as delay may be extremely prejudicial to the interests of the Grand Junction Railway Company.

I have the honour to be, Sir
Your obedient servant,
(Signed.) I. R. ECKART,
Act. Assistant-Secretary.

Thos. Kelso, Esq., President,
Grand Junction Railway Co., Belleville.

(Copy.)

GRAND JUNCTION RAILWAY, SECRETARY'S OFFICE.
BELLEVILLE, 4th April, 1872.

SIR,—Referring to your favour of the second instant, addressed to Mr. Kelso, President of the Grand Junction Railway Company, calling his attention to the non-receipt by your Department of an agreement securing running powers to our company over the Midland Company's line, I beg to enclose herewith a draft of an agreement expressive of the understanding recently arrived at before the Honourable the President of the Council, between the deputations from the Midland Railway Company and our own company.

Mr. Kelso desires me to express his deep regret that any delay should have occurred in this matter, but it arose from his construing some remarks of the Honourable the President of the Council (at the interview above alluded to) into an intention on the part of the Government to prepare such an agreement as the one referred to.

I may also add that I have this day mailed to D'Arcy Boulton, Esq., President of the Midland Railway Company, a duplicate copy of the enclosed draft agreement for his consideration and approval.

I have the honour to be, Sir,
Your obedient servant,
(Signed.) D. B. ROBERTSON.

I. R. Eckart, Esq., Act.-Assistant
Provincial Secretary, Toronto.

An Agreement made the twenty-sixth day of April, in the year of Our Lord, one thousand eight hundred and seventy-two, between the Midland Railway Company (hereinafter called the Midland Company), and the Grand Junction Railway Company, (hereinafter called the Junction Company).

Whereas, the companies, parties hereto, are authorized under the Acts relating thereto respectively, to construct their respective lines of railway to or near the Village of Orillia, in the County of Simcoe, and in their said course, approximate at or to the north of the Village of Beaverton, in the Township of Thorah, in the County of Ontario: And whereas, by an order of His Excellency, the Lieutenant-Governor in Council, dated the twenty-eighth day of February, in the year of Our Lord one thousand eight hundred and seventy-two, made under the "Act in Aid of Railways," and confirmed pursuant to the Act amending the same, by resolution of the Legislative Assembly of Ontario, it was provided that the payment to be made the said Midland Company, out of the Railway Fund, should be subject to the condition (amongst others) that the said Midland Company should, before the first of May next, agree by an indenture embodying all proper details, and approved by the Lieutenant Governor in Council, to do what might be necessary, in order to give the Junction Company running powers over that portion of the railway of the Midland Company, lying between the point of junction, at or north of the Village of Beaverton and the Village of Orillia, on terms to be settled by arbitration, as in the said order mentioned.

Therefore, in pursuance of the said Order in Council, and for giving effect to the terms of the said recited condition, it is hereby mutually agreed by and between the said Midland Company of the one part, and the said Junction Company of the other part, as follows, that is to say—

1. On the completion by the Midland Company, of the said portion of their railway, the Junction Company and their officers, and servants, from time to time, may run over, work, and use the same with their engines, carriages, and waggons of every description, and for the purpose of traffic of all kinds, and may use the stations, watering places, works, and conveniences connected therewith, upon such terms, stipulations and conditions, and upon the payment of such tolls as may be agreed upon between the Midland Company and the Junction Company.

2. Failing such agreement, the terms, stipulations, conditions, and payments for such running over, working, and using of the said portion of railway, shall be such terms, stipulations, conditions, and payments as shall be determined by arbitration in the manner hereinafter provided.

3. The Midland Company engages to so construct the said portion of their railway, that in the event of the guage of the railways of the said companies being different, the Junction Company may, by laying down a third rail, make the said portion readily available for the exercise of the running powers mentioned in the preceding clause, and in case of any difference between the said two companies, in respect of the matters in this clause mentioned, the same shall be determined by arbitrators in the manner hereinafter provided.

4. In the event of the Midland Company failing to complete the said portion of the railway, within the time contemplated by the said recited Order in Council, or becoming disentitled to the aid authorized thereunder, the Junction Railway shall be at liberty to apply to His Excellency the Lieutenant-Governor in Council, for aid in respect of the said portion of the said line of railway.

5. If the Midland Company and the Junction Company shall be unable to agree upon any of the foregoing matters in which it is provided that arbitration shall be resorted to in case of disagreement, then, unless both parties shall concur in the appointment of a single arbitrator, each party, on the request of the other party, shall nominate and appoint one disinterested person as arbitrator, on their respective behalves, and those two shall choose a third, who shall likewise be a disinterested person, and the award of the said three arbitrators, or of any two of them, shall be binding upon both parties to the said submission.

6. In proceeding to arbitration, either of the companies may give to the other party, notice in writing, naming the arbitrator of the party desiring such arbitration, and requiring the other parties to name an arbitrator on behalf of the party so served as aforesaid, and setting out the matters upon which arbitration is required, and thereupon, within thirty days after the service of such notice upon the party so required to name an arbitrator as aforesaid, such party shall name their arbitrator, and shall give notice thereof in writing to the party

requiring the said arbitration, and the said two arbitrators shall, within ten days after the service of the said last mentioned notice, meet and choose a third arbitrator, and, in case of disagreement, the said third arbitrator shall be appointed by the Lieutenant-Governor in Council, and the said three arbitrators, or in case any one of them refuses or fails to act, any two of them shall in writing, appoint a time and place of meeting to hear and determine the said matters so in dispute, and respecting which, the parties cannot agree as aforesaid, of which meeting both parties to the said reference, and in case the appointment is made by two of the arbitrators, the arbitrator who may not have joined in making such appointment shall have, at least, ten days' notice in writing, and thereupon, at the time and place so named and fixed, the said three arbitrators, or any two of them, shall proceed to hear the said parties, and shall determine the matter or matters so submitted as aforesaid, and such award so made by the said three arbitrators, or any two of them, shall be binding on both parties.

7. The said notices and proceedings up to the meeting of the said Arbitrators shall be a submission between the said parties and as such may be made a rule of any of Her Majesty's Superior Courts for Ontario, at Toronto.

8. Any such award so made, save only as to the point of Junction of the said two railways, if that be a matter so referred, shall extend in the first instance to the period of three years from the date thereof; and in subsequent instances to periods of five years respectively, but for such time as any powers mentioned in the said award may have been exercised before the making of such award in consequence of the time required to bring about the abitration, the said first award shall be taken as fixing the tolls to be paid for the exercise of the said powers up to the date of the said award.

9. At the expiration of the said first period of three years, if the said companies cannot agree upon the terms, stipulations, conditions, and payments upon which the running powers hereinbefore mentioned shall be exercised, then the said parties shall proceed to fix such terms, stipulations, conditions, and payments by arbitration in the manner above provided, and so on from time to time for the period of five years only, at any one time, so long as the said powers are required, and until such new award shall be made, the award preceding it shall be the rule and guide between the parties.

10. In making any award upon the matters referred, the arbitrators shall have regard to the amount of aid granted to the "Midland Railway Company" in respect of the said portion of railway under the said recited Order in Council.

11. The companies, parties hereto, will respectively promote and consent to such applications to the Legislative of the Province of Ontario, or of the Dominion of Canada as may be necessary to make valid or to give effect to this Agreement, and in the event of either company omitting or refusing so to do, such company shall cease to be entitled to any benefit of the said recited Order in Council in respect of the said portion of railway.

In witness whereof the said companies, parties hereto, have hereunto affixed their corporate seal.

(Signed) D. E. Boulton,
President "The Midland Railway."

[Seal.]

Signed, sealed and delivered,
in the presence of

(Signed) John R. Cartwright.

(Copy.)

Grand Junction Railway Company,
Belleville, 8th October, 1872.

Dear Sir,—I beg to enclose herewith, in pursuance of the Order in Council in reference to our Road, the contract for the construction thereof, together with a copy of the specification, and the bond of the sureties thereto annexed

You will please advise me, at an early date, if the same are satisfactory to the

Government, or if anything further is required of the Company to place them within the provisions of said Order.

I have the honour to remain,
Your obedient Servant,
(Signed) D. B. Robertson,
Sectr. G. J. Ry. Co.

Hon. Peter Gow,
Provincial Secretary,
Toronto.

(Copy.)

This agreement made this twenty-fifth day of March, in the year of our Lord one thousand eight hundred and seventy-two, by and between Alphonso Brooks, of the Town of Brockville, in the Province of Ontario, Contractor, of the first part; and the Grand Junction Railway Company, of the second part.

Witnesseth, that in this contract the words "the Company" shall mean the party of the second part, and the words "the Contractor" shall mean the party of the first part; and all covenants made by the Company shall be read and taken as made by and for themselves, their successors and assigns; and all covenants on the part of the Contractor shall be taken and read as made by and for his heirs, executors and administrators.

That the Contractor shall and will, at his own costs and charges, and for the consideration hereinafter expressed, purchase and provide all the land required for the section of the Grand Junction Railway between the Town of Belleville, in the County of Hastings, and the Town of Lindsay, in the County of Victoria, both places included, together with all the necessary sidings, and also including all station grounds required, and the lands required at Belleville and Lindsay respectively for docks, sidings, wharfage and all other necessary works; and will build, make, and construct the said Company's Railway from Belleville aforesaid to Lindsay aforesaid, both places inclusive, and all stations, bridges, culverts, fences, sidings, docks, wharves and other works appurtenant thereto, according to the specifications annexed hereto, and under the direction and to the satisfaction of the Company's Chief Engineer for the time being; and that the whole work, and the road so completed, shall be delivered over to the Company on or before the first day June, which will be in the year of our Lord one thousand eight hundred and seventy-five.

2. And when so delivered over, a complete and clear title, under the Railway Act, to be made to all lands, by the Contractor acquired for the Railway and works aforesaid, and delivered over to the Company.

3. That the stations and buildings on the line shall be of the character, class, and description mentioned in the said specifications annexed hereto.

4. That the line, and the stations thereon, shall be located as the Chief Engineer of the Company for the time being shall direct.

5. That the grades on the line shall not exceed those shown on the profile now in the Company's office.

6. That the weight of rails, the quality of the rails, the character of the bridges, the materials and other such matters to be provided, made and done as is pointed out in the said specifications annexed hereto.

7. That if anything is omitted from the specifications, which is required, in order to make the Railway and works complete and efficient, the same shall be supplied from time to time to the Company as required, and no extra charge shall be made or allowed therefor, or because of such omission.

8. That the materials used in the whole work shall be of the best quality, and such as is called for by said specifications, and the workmanship shall also be of the best quality; and the whole work shall in all respects be done, completed, and finished in a thorough, complete and workman-like manner, and to the entire satisfaction of the Chief Engineer for the time being of the Company.

9. That the contractor in getting the lands, and for all other purposes in which it may be required, shall have the right to use and put in force, at his own costs and charges (and on his indemnifying the company from all loss or damage, because of his so doing, in any case or instance) all the powers of the company, for the benefit and advantage of the contractor, and so as to assist the contractor, and enable him to construct the railway.

10. That the contractor shall pay for, and be at the entire cost of the engineering and location of the line, and of all the surveying, land agency and all other matters in laying out the railway, getting the land required, and procuring the title thereto, which he shall take and procure in the name of the company.

11. That for the doing and completing of the above works in all respects according to the spirit and true intent and meaning of this contract, and the specification annexed hereto, the company will pay or cause to be paid to the contractor as follows :

Six thousand dollars per mile in cash made up thus :

Government aid two thousand dollars per mile, and the balance of said sum of six thousand dollars per mile, in municipal debentures, at par, and cash, or either, also one thousand dollars per mile in paid up stock, and twelve thousand dollars per mile in the first mortgage bonds of the company at par.

12. That said payments shall be made as the work progresses in accordance with the Orders in Council of the Government of the Province of Ontario, as regards the Government aid, and also in accordance with the provisions of the respective Municipal By-laws, granting aid to the company, that is to say, as fast as said aid respectively is paid over by the Government and the respective municipalities as provided by the same, respecting the same shall be paid over to the contractor.

13. That the company shall as soon as the work is under progress to their satisfaction, create the necessary mortgage, to the extent required by this contract, at the rate per mile aforesaid, and shall thereunder issue the said bonds with the proper interest coupons attached, yet such bonds shall only bear interest from the day they are issued, and the company shall in their option, pay over upon the certificate of their engineer *pro rata*, as the works progress, such bonds, or they may when the work is completed pay over the whole at once.

Provided always, if such payments as the work progresses, or on the completion of the work, to be made only on the certificate of the company's Chief Engineer, to be made as hereinafter expressed, that is to say :

Each month the company's Chief Engineer for the time being, shall make an estimate and measurements of the work done, the next preceding month, and its approximate value, and also any certificates which may be required by the said Orders in Council, and said By-laws, and as the money is received from the sources aforesaid, the same shall on the production of said certificates be paid over as they come to the hands of the company, in cash or debentures, as the case may be, and as regards the bonds, if the company think proper in order to assist the contractor in getting on with the work, they may to such extent as they think proper ; but in no case to exceed the balance of the amount of said certificates, they may pay over to the contractor the said first mortgage bonds from time to time, and when the whole is complete and delivered up, then on final certificate of said engineer that the whole work is done to his entire satisfaction, the balance of the contract price shall be paid over in the manner and form above provided, but no payment shall be due or payable but on said certificates.

14. That such certificates shall not be withheld, but upon adequate cause, and if withheld, and if any dispute shall arise in any way as to the work being done according to contract, or as to the right of the contractor to a certificate, or as to the progress of the work or the like, and all disputes as to what is required by this contract, and the specifications annexed hereto in each, and all, and any such case, such dispute shall be referred to Frank Shanly, of Toronto, Esquire, or in case of his refusing to act, being able to act, then to the Chief Engineer for the time being of the Grand Trunk Railway Company of Canada, and the decision or award of the said Frank Shanly or the said Chief Engineer of the Grand Trunk Railway Company of Canada, as the case may be, shall be binding on both parties, and either party on reasonable notice to the other, at any time, and from time to time, may have any question or questions in dispute as above stated, brought before the said arbitrator for decision, and each of the said parties hereby covenants and

agrees with the other, to abide by, perform, and keep each and every award and decision of said arbitrator upon any matter so submitted under this contract, and such award to be in writing signed by the person making the same, and the costs of each such reference to be paid by the party in fault as found by the said award.

15. It is also agreed that if anything is deficient in the specifications annexed hereto, or any plans referred to therein, such deficiency may be made good and corrected without any objection on the part of the contractor, and the work shall be done according thereto without extra charge.

16. And that the said specifications and all such additions and amendments thereto, shall, and all special provisions connected therewith, shall all and each be taken and read as embodied in this contract, and as forming part thereof.

17. And it is further agreed that with regard to the payment in first mortgage bonds of the company, the company shall have the right if they think proper to do so, to pay the contractor in lieu of said bonds, cash at the rate of eighty cents on the dollar, of the par value of said bonds, and such payment in case it is so made, shall be in full satisfaction and discharge of the portion of the consideration money mentioned above, and which it is agreed shall be paid in the first mortgage bonds of the company: Provided always, and it is expressly agreed, that if the company do not before any payment in said first mortgage bonds is payable, give notice in writing of their intention to execute said right, or if they shall fail in making any payment in cash in lieu of said bonds, in any and every such case, the right to pay cash in place of bonds shall cease, and shall, from thenceforth be at an end, and the contractor shall thereafter be entitled to bonds as provided in the above contract.

18. That if from any cause the time for the completion of the work prove insufficient, the directors shall have the power by resolution, sealed with the company's seal and endorsed on the contract, have the right to extend the time to such reasonable date or dates as they think proper, and any extension so made, shall be read and taken as embodied in this contract.

19. And it is also agreed and covenanted, that the contractor shall protect, indemnify and save harmless the company, from all claims due and demands of any and all kinds for lands, or damages done to any lands and property whatsoever, in the course of the work, or by reason of the works, and every part of them, and also from all claims and demands by reason of any negligence or unskilfulness on the part of the contractor or his servants, agents or employees, in the doing or performing of the said works, and shall and will indemnify and save the company harmless, from all acts, omissions, or defaults which may give rise to any claims against the company, arising out of the said works or the making thereof.

And will make all road crossings, temporary or otherwise, and provide the lands required for that purpose at his own expense, without claim or extra charge because thereof.

In witness whereof the party of the first part, has hereunto set his hand and affixed his seal, and the said company have hereunto set their corporate seal on the day and year first above written.

(Signed) A. Brooks, [L.S.]
(Signed) Thos. Kelso. [L.S.]
President, Grand Junction Railway.

Signed, sealed and delivered in presence of
(Signed) D. B. Robertson.

(Copy.)

Grand Junction Railway, Specifications for Works.

Belleville to Lindsay *Miles.*

General Course of Line.

The line has been surveyed from Belleville to Lindsay, *via* Campbellford, Hastings, Peterborough and Pigeon River, with a branch from the last named point to Bobcaygeon.

From Belleville, three lines have been run for a distance of 86 miles, 84 miles, and 87¼ miles respectively.

No. 1, starting from the west side of the river, and running *via* Wallbridge's Mills and Stirling.

No. 2, also west side of river, *via* Frankford until it falls in with No. 1, at a point about 3½ miles west of Stirling, and

No. 3. On east side of river, falling in with No. 1, about 8 miles from Belleville.

The special distances being as follows:—

No. 1,	Belleville to Lindsay	....	86 miles.
No. 2,	,, ,,	.....	84 ,,
No. 3,	,, ,,	.....	87¼ ,,

And Bobcaygeon branch, a further distance to be added to any of the above, of 16 miles. The amount of work per mile, on any of these lines, will not differ materially, except, that on No. 3, there will be an additional Truss Bridge of about 400 feet in length.

Right of Way.

The average width of land for road bed, will be 66 feet, but with sidings, station grounds, ballast and borrowing pits, will probably amount to, say 10 acres per mile, all of which the contractor is to provide.

Formation of Road-bed.

The Roadway is to be cleared to a width of not less than 66 feet, and all timber and brush not required for the purposes of the work, is to be piled up and burnt, as in clearing land for cultivation.

All trees where the embankment is more than 2 feet and less than 4 feet deep, must be cut down close to the ground, and where the height of embankment is less than two feet, and the depth of cutting less than three feet, all stumps must be grubbed out, piled up and burnt.

As a rule in cuttings, the road bed will be 18 feet wide, and on embankments 14 feet wide at formation level, the slopes in both cases to be 1½ horizontal to 1 foot rise, except in rock, when the slopes will be 1 foot horizontal to 3 feet rise. In all cuttings at formation level, side ditches 2 feet wide at top, and one foot deep, shall be formed at the foot of the slopes, and in side-long ground, a sufficient surface drain shall be made on the upper or high side of the cut. Where embankments are formed from side ditches, a term of three feet shall be left between the ditch and foot of slope, under the head grading is included all earth or rock work, whether in road-bed, ditches, top drains, road or farm crossings, and the table of quantities is meant to cover all contingencies of the above nature.

Road Crossings.

At all public roads, cattle guards of timber fourteen feet long and six feet wide will be put in, and the fence carried up to them at each end, and box drains one foot square, shall be constructed under the road, so that the flow of water in the side ditches may be unobstructed.

All private or farm roads, shall have gates or bars, and box drains, as specified for the public roads, where necessary.

Bridges and Culverts.

All the principal streams, such as the Moira, Trent, Otonabee, Pigeon Creek and the Scugog, will be spanned with Howe or other approved trusses; with openings of from 50 to 100 feet, and swing openings will be built, where the water is navigable. These bridges must be of the very best white pine, and oak timber, with wrought iron rods, bolts and straps, and cast iron prison blocks, they shall rest upon solid and well constructed crib work, abutments and piers, the same to be built of cedar, oak, elm or pine timber, well packed with stone, and

protected on the upper side with an ice breaker shod with boiler plate iron securely fastened, and having a slope to the stream, of not less than one foot base to one foot rise.

Trestle bridges varying in height from 10 feet to thirty-five feet, will be adopted in many places where the valleys are wide enough, and the flow of the water small. They shall, where the ground is soft, rest upon piles, and in firm ground upon mudsills or posts, they shall have spans or openings, of from 15 to 20 feet, and the timber used may be pine, hemlock, cedar, rock, elm or oak, they shall be substantially built and well bolted and strapped.

Culverts either box or open according to the locality, will be put in where required, as a rate the box culverts will be 3 by 4, and the open 8 feet span, and of the necessary height to bring them up to grade, they shall be built of the best timber afforded by the locality, they shall be solidly founded, the timbers neatly dressed on the exposed surfaces, and well pinned to each other.

Fencing.

The board fence will be used only in cleared land, and at stations, it shall be built of cedar posts, six inches thick and eight feet long, firmly set three feet in the ground, eight feet apart. It shall have four boards respectively 12, 7, 7, 7 inches wide, and one inch thick firmly nailed to the posts, with a button 4 inches wide, nailed over the joints. The top of the posts shall be cut square off even with the top board, which shall measure 4 feet 6 height from the ground.

Rail fence will be used in all bush lands, and shall be the ordinary legal fence of the country, namely, seven rails staked and ridered, measuring not less than five feet in height inches in from the ground.

Permanent Way.

The ties shall average 2,500 to the mile, including sidings, and shall be of oak, tamrack, hemlock, cedar, or black ash; they are to be eight feet long, six inches thick, and averaging eight inches wide on the fences, which shall be hewed parallel and smooth.

The rails shall be of the T pattern with fished joints, as a rule to be 24 feet long, and weigh 55 lb. per lineal yard

The fish plates shall be 1ft. 6in. long, and the two of which each joint is to consist with their four bolts, shall weigh not less than 16 pounds.

The rails shall be fastened to the ties with spikes, weighing one and a half to the pound, each rail having two spikes in each tie.

The ties shall be placed 30 inches apart from centre to centre, the largest being used at the joints, and on curves; the outer rail shall be elevated to suit the radius; the guage, whether 4ft. 8½in., or 5ft. 6in., as may be adopted, being carefully preserved throughout.

Good clean gravel shall be used for ballast, in the proportion of 1½ cubic yards to the lineal yard of road single track, it shall be carefully packed under the ties, surfaced up, and neatly trimmed.

Sidings shall be laid in at all stations, and the terminus of the road, but shall not exceed in total length a proportion of five per cent. of main line, they shall be provided with suitable points, crossings, gates and signals, and be ballasted same as the main line.

Buildings.

The buildings as a rule will conform in general construction, size and style, with similar buildings on the Toronto, Grey and Bruce, and Toronto and Nipissing Railways, and will consist of the following:—

8 Second-class Stations, combined passenger and freight, 90ft. by 25ft., with platforms, &c. &c.
8 Third-class Stations, combined passenger and freight, 60ft. by 20ft., with platforms &c., &c.
4 Freight Sheds, 100ft. by 40ft., with platforms &c., &c., &c.
10 Wood Sheds, 100ft. by 25ft.
10 Tank Houses, (with tanks and wells complete,) 15ft. by 15ft.
4 Engine Houses, average accommodation three engines.
1 Repair Shop, 150ft. by 40ft., with sufficient tools.

DOCK WORK.

There will be about 2,500 lineal feet of crib work frontage required at Belleville, it will be in an average of about six feet of water, and will be carried up three feet above the high level mark, making the average height of cribs about ten feet.

It is to be of the ordinary construction, with a continuous face of timbers, of pine, oak, elm or cedar, squared, ties, floors, and back timbers, round or flatted, the whole securely dovetailed and trenailed, and fitted with stone ; the width on top averaging eight feet, and at bottom 12 feet, the back timber laid in steps.

DOCK WORK.

The area formed by this cribbing will be about 1,000ft. by 500ft., and is to be filled in with material taken from the adjacent excavations, and which are included in the earthwork schedule.

ROLLING STOCK.

The following is to be provided—namely :—

4 Passenger Engines,
6 Freight "
2 Yard "
10 First class Passenger Cars,
10 Second-class " and baggage cars,
50 Box Freight and 100 Platform Cars, all of the pattern and build in use on the Grand Trunk Railway.

GENERAL CONDITIONS.

The contractor is to furnish all lands, material, tools, labour, and everything else whatsoever necessary for the locating, constructing, and stocking the road, which will not be taken off his hands until approved of in writing by the company's Chief Engineer, who shall have the superintendence of the location and construction, and who shall be paid by the company ; all the other engineers to be employed and paid by the contractors, under the direction however of the Chief Engineer, and they shall locate the line, and lay out all the works, prepare plans, &c., &c.

(Signed) F. SHANLY,
Chief Engineer.

(Copy.)

This agreement made this twenty-fifth day of March, in the year of Our Lord one thousand eight hundred and seventy-two, by and between the Honourable John Henry Pope, of the City of Ottawa, Minister of Agriculture and Emigration, and Daniel Hilliard, and William Dickson, of the Village of Packenham, in the County of North Lanark, lumberers, trading under the name, style, and firm of "Hilliard & Dickson," of the first part, and the Grand Junction Railway Company, of the second part.

Whereas, Alphonso Brooks, of the Town of Brockville, in the Province of Ontario, contractor, has entered into the contract annexed hereto, for the construction of the Grand Junction Railway, from Belleville to Lindsay, and both places included, in the manner and upon the terms, and for the consideration in the contract annexed hereto, specified.

And whereas the said contractor, named in said contract, has agreed to give to the said company, securities for the due performance and completion by him of the said contract, and the parties hereto of the first part have agreed to become such securities.

And whereas the parties hereto of the first part, have read, examined, and fully understand the contract annexed hereto ;—

Therefore, this agreement witnesseth, that in consideration of the said party hereto of the second part accepting them, the parties hereto of the first part, as such securities as is

above recited, and in consideration of the sum of five shillings to them in hand paid by the said company, the receipt whereof is hereby acknowledged, they, the parties hereto of the first part, have and hereby do covenant, guarantee, and agree that the said party to the said contract annexed hereto, of the first part, and therein called the contractor, shall and will well and truly in all things perform, fulfil, and keep all, and each, and every covenant by him entered into in the said contract annexed hereto, and on his part agreed, or mentioned as by him to be kept, done, and performed, and that in all things he will carry out and complete said contract, in accordance with the provisions thereof, and that against all, each, and every default on his part, they will save the said company in every respect, harmless.

In witness whereof, the parties hereto of the first part, have herewith set their hands and affixed their seals, and the party of the second part have hereunto set their corporate seal, on the day and year first above written.

Signed, sealed, and determined in presence of
D. B. Robertson.

(Signed) J. H. Pope. [L.S.]
(Signed) Hilliard & Dickson. [L.S.]
(Signed) Thos. Kelso, [L.S.]
President Grand Junction Rwy. Coy.

(Copy.)

Grand Junction Railway Company,
Belleville, 15th Oct., 1872.

Dear Sir,—Some days ago, I wrote you enclosing the contract for the construction of our road, desiring to know if it were satisfactory and in keeping with the terms of the Order in Council granting aid to our road. Have you received the contract, and is it satisfactory?

Would you also be so kind as to inform me if the Midland Company have availed themselves to any extent, of the benefits of the Order in Council in their favour.

I have the honour to remain, Sir,
Your obedient servant,
(Signed) D. B. Robertson,
Secy. G. J. Rwy. Co.

Hon. Peter Gow,
Provincial Secretary,
Toronto.

(Copy.)

Provincial Secretary's Office,
Toronto, 25th October, 1872.

Sir,—I have the honour to transmit herewith a copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, and dated the 23rd October, declaring that proof has been furnished to the satisfaction of His Excellency in Council of a *bona fide* and sufficient contract for the completion of the works on the "Grand Junction Railway Company," between Belleville and Lindsay, in accordance with the requirements of the Order in Council of 28th February last in reference to that Railway.

I have the honour to be, Sir,
Your obedient Servant,
(Signed) I. R. Eckart,
Acting Assistant-Secretary.

D. B. Robertson, Esq.,
Secretary, Grand Junction Railway Co.,
Belleville.

(Copy.)

Copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, the twenty-third day of October, A.D. 1872.

Upon consideration of the Report of the Honourable the Attorney-General, dated 18th October, 1872, the Committee advise that it be declared that proof has been furnished to the satisfaction of your Excellency in Council of a *bona fide* and sufficient contract for the completion of the works on the "Grand Junction Railway," between Belleville and Lindsay, in accordance with the requirements of the Order in Council of 28th February last, in reference to said Company.

(Certified.)

(Signed) J. G. Scott,
Clerk, Executive Council of Ontario.

24th October, 1872.

(Copy.)

Grand Junction Railway Company,
Belleville, 26th October, 1872.

Sir,—I beg to acknowledge receipt of your favour of yesterday, enclosing copy of Order in Council approving of contract for the construction of our Road.

Would you be so kind as to inform me, at your earliest convenience, if the Midland Railway Company have availed themselves of the Order in Council of the 25th March last, or any other Order, granting them aid in their extension to Mundy's Bay, and if so, to what extent.

We are desirous of ascertaining this fact, for certain running powers given to our Road depend in a measure upon the acceptance by the Midland Company of the aid referred to.

I have the honour to be, Sir,
Your obedient Servant,
(Signed) D. B. Robertson,
Secy. G. J. Rwy. Co.

I. R. Eckart, Esq.,
Acting Assistant-Secretary,
Toronto.

(Copy.)

Grand Junction Railway Company,
Belleville, 9th Nov., 1872.

Sir,—I beg to call your attention to the enquiries made in my letter of the 26th October last, addressed to I. R. Eckart, Esquire, Acting Assistant-Secretary to which no answer has as yet been received, and to request the favour of an early reply thereto, as our board meets on Tuesday.

I have the honour to remain,
Your obedient servant,
(Signed) D. B. Robertson,
Secretary, G. J. R. Co

Hon. T. B. Pardee, Provincial Secretary.
Toronto.

(Copy).

Belleville, 19th Nov., 1872.

Sir,—I have the honour to enquire whether the Grand Junction Railway Company have deposited in the office of your Department, the maps and plans of this projected road and a contract with one Brooks, to construct the road.

If the contract has been filed with you, as I am informed it has, I beg to ask you to transmit a copy of it as soon as possiblo, certified with a minute of your charge, or let me know the amount, and I shall have pleasure in forwarding it to you by next post.

I have the honour, to be,
Your most humble servant,
(Signed) A. R. McDougall.

(Copy.)

Provincial Secretary's Office,
Toronto, 20th Nov., 1872.

Sir,—Your communication of 19th instant, addressed to the Honourable the Commissioner of Public Works, has been transferred to this Department, and I am directed to enquire for what purpose you require the copies of the contract, maps, &c., of the Grand Junction Railway asked for by you.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. Eckart,
Acting Assistant-Secretary.

A. R. McDougall, Esq., Barrister, &c.,
Belleville.

Grand Junction Railway Company,
Belleville, 24th March, 1873.

Sir,—I am directed by the Board of the Grand Junction Railway Company, respectfully to ask your attention to their position as regards the Order in Council, which now to their surprise they find the Midland Railway Company are asking the Government to cancel.

Before the making of the Order in Council referred to, this Company had been pressing for aid to carry their line to the waters of Lake Huron, but the Government declined to subdize competing lincs, and on the Government suggesting a compromise, this Company agreed to it.

That afterwards several interviews were had between deputations from the Midland and Grand Junction Boards, and the Hon. Edward Blake, the then President of the Council, and it was distinctly assented and agreed to by the Midland Deputation that such running powers should be had by this Company over the Midland from Lindsay, or such point east of that place as this Company could conveniently unite with them.

The last interview had on the subject with the deputation from the Midland Board was, in presence of the Hon. Mr. Blake, in Osgoode Hall, and on that occasion it was again understood that this proposition was accepted; and subsequently, at the request of the Government, this Company sent to Mr. Boulton, the President of the Midland, and to the Government, a form of agreement proposed; to this agreement no objection was ever made by the Midland to this Company.

This Company afterwards on the faith of what had been done, contracted for the construction of their line to the proposed point of Junction, and the Government have a copy of the contract in their possession.

That these contracts were entered into on the faith of these Orders in Council, and on the faith of what had taken place, and now to change them without this Company's consent, would, they submit, be unfair to them, and would greatly damage, if not defeat their undertaking.

This Company beg also to say that they dispute the doctrine laid down by Mr. Cartwright as to running powers, and they are prepared to show now, as they did before, that the whole subject was exhaustively considered by a Committee of the British House of Commons in a case much like this, and the result was a report in favour of running powers being granted, and the powers were granted accordingly, and further, such running powers are extensively used in Great Britain with great advantage to the public, and the companies enjoying the same.

I am also directed to say, that it is absurd to compare the traffic on English lines and that which for a great many years to come will pass over these lines in question, and that it is not correct to say, or leave to be inferred that such powers are only given where railways have a double track.

And I have also to say that, it is equally wrong to assume that the Midland would not carry out an agreement made in good faith and for a consideration, or that after getting aid on condition that they gave us running powers, that they would attempt to violate their agreement, and thus make it difficult to work these powers.

It is quite an easy matter to provide for all possible disputes—particularly when this Company propose and expect to pay for the exercise of these powers a fair and reasonable toll.

I have also to say that the Midland in the last interview spoken of, asked for running powers over this Company's road east of the point of junction, which was at once agreed to.

I am directed to hand you herewith a copy of the draft of agreement spoken of above, and of the letters accompanying similar copies to the Government and to the President of the Midland Company; and to say that the facts can be established by the Hon. Mr. Blake, S. C. Wood, M.P.P., Dr. Boulter, M.P.P., R. Graham, M.P.P., Henry Corby, M.P.P., Mr. Kelso, President of our Company, and John Bell, Esq., Q.C., the Company's solicitor, and others.

I have the honour to be,
Your obedient servant,
D. B. Robertson,
Sect. G. J. Railway Co.

Hon. T. B. Pardee, Provincial Secretary,
Toronto.

Memo.

27th March, 1873. Acknowledged.

This Agreement made this day of in the year of our Lord, 1872.

By and between the Midland Railway Company, hereinafter called the "Midland Company," of the first part, and the Grand Junction Railway Company, hereinafter called "Junction Company," of the second part.

Whereas, the Midland Company have applied to the Government of the Province of Ontario, for aid towards the construction of their Railway between Beaverton and Mundy's Bay, and with a view to prevent the construction of competing lines, the said Government have agreed in consideration that the said two Companies agree, that the Junction Company shall not carry their line west of Lindsay, or such point east of Lindsay, as a Junction of the two lines can conveniently and properly be made, and that the Midland Company will grant to the Junction Company, running powers as hereinafter expressed over that part of their line extending from the point of Junction of said line at the Town of Lindsay or east thereof, as the case may be, to the Western Terminus of their said line, at Mundy's Bay.

And whereas, the said two Companies have agreed to enter into such an agreement, therefore;

This Agreement witnesseth, that the said parties hereto of the first and second parts have and hereby, do each with the other for themselves, their successors and assigns, covenant, promise and agree, each with the other as follows:—That is to say, that the Junction Company, their successors and assigns, may run over and use with their engines and carriages of every description, and for the purposes of their traffic, the Railway of the Midland Company from the point in the Town of Lindsay, or east thereof, as the case may be, where the said two Lines may join to the western terminus of the Midland Company's line, wherever the same may be, and the stations thereon, and the stations of the Company at Lindsay, and at said western terminus respectively, and the sidings, warehouses and other buildings,

watering places, works and conveniences at or connected with said Railway, or stations respectively, and may at Lindsay and at the said western terminus, and at such other stations as the said Grand Junction Company may determine, employ their own booking-clerks, agents and servants, upon payment of rent, toll or other remuneration, and upon such other terms and conditions as may be agreed upon between the Midland Company and the Junction Company, or failing agreement, as may be settled by arbitration in the manner provided in the Act known in England as the "Railway Clause Consolidation Act, 1845," except that the third arbitrator, in case the two appointed cannot agree upon the third arbitrator, such third arbitrator shall be appointed by the Lieutenant-Governor of Ontario in Council.

And it is also agreed that if the Junction Company shall chose to do so, they may have a separate station, and station grounds at Lindsay, and also at the western end of said Midland Company's line, or at any other intermediate point, if they so determine, for their separate use, and in that case the arbitrators shall not charge for station accommodations at these points, and further that any award or agreement so made, shall be valid for five years, after which a new agreement or award as the case may be, shall be made, and so on from time to time for each five years, and further that the award or agreement shall provide for the Midland Company's supplying fuel, water and all other things necessary for the proper exercise of said running powers.

And further, the Junction Company hereby agree with the Midland Company that from the point of Junction of said two lines, the said MidlandCompany shall (if they desire it) have the like running powers over the Junction line, on the same terms in all respects and with the same facilities mentioned above, as granted to the Junction line over the Midland Railway.

In witness, &c.

GRAND JUNCTION RAILWAY COMPANY,
BELLEVILLE, 4th April, 1872.

DEAR SIR,—I beg to enclose for your consideration and approval, a copy of a draft agreement between your company and the Grand Junction Railway Company, relative to the securing of running powers over both lines, to each company.

I have also mailed a duplicate copy of the enclosed agreement to the Provincial Secretary for the approval of the Government.

I have the honour to be Sir,
Your obedient servant,
(Signed) D. B. ROBERTSON,
Secretary, Grand Junction Railway Company.

To D'Arcy Boulton, Esq.,
President, Midland Railway Company, Port Hope.

GRAND JUNCTION RAILWAY COMPANY,
BELLEVILLE, 4th April, 1872.

SIR,—Referring to your favour of the 2nd instant, addressed to Mr. Kelso, President of the Grand Junction Railway Company, calling his attention to the non-receipt by your Department of an agreement securing running powers to our company over the Midland Company's line, I beg to enclose herewith a draft of an agreement expressive of the understanding recently arrived at before the Honourable the President of the Council, between the deputations from the Midland Railway Company and our own line.

Mr. Kelso desires me to express his deep regret that any delay should have occurred in this matter; but it arose from his construing some remarks of the Honourable the President of the Council (at the interview above alluded to) into an intention on the part of the Government to prepare such an agreement as the one referred to.

I may also add that I have this day mailed to D'Arcy Boulton, Esq., President of the Midland Railway Company, a duplicate copy of the enclosed draft agreement, for his consideration and approval.

I have the honour to be, Sir,
Your obedient servant,
(Signed) D. B. Robertson,
Secretary, Grand Junction Railway Company.

I. R. Eckart, Esq.,
Acting Assistant Provincial Secretary, Toronto.

(Copy.)

Grand Junction Railway Company,
Belleville, 19th December, 1873.

Sir,—Could you kindly give me and a deputation from the Board an interview on Grand Junction Railway business, some time not later than Tuesday next. If not, please what day could you do so?

It is of importance that we should have the meeting, as I will explain to you; otherwise I would not trouble you at the present time. A reply by telegraph, and if you can fix a day and hour, kindly doing so will oblige,

Your obedient servant,
(Signed) Thomas Kelso,
President, Grand Junction Railway Company.

To the Honourable O. Mowat,
Attorney-General, &c., Toronto.

(Telegram.)

Toronto, 23rd December, 1873.

Cannot appoint an earlier day than Wednesday.

(Signed) O. Mowat.

To Thomas Kelso, Esq., Belleville.

(Copy.)

Toronto, 27th December, 1873.

Sir,—Referring to the conversation had with you this morning as suggested, I beg to state shortly what was said.

Before it was understood that the Government would aid railways, we had projected our line, as shown you this morning, to pass north of Lindsay via Peterborough, through the Townships of Smith, Ennismore, Verulam, Fenelon, Eldon, Mara, Orillia, Medonte and Tay, to Lake Huron.

Messrs. Boulton and Hugel asked an interview with our Board, which was given them, and after discussion, at their request, we expressed our willingness to connect with their line at or near Lindsay, and to use their line from thence in common to Lake Huron.

Soon after this, the intention of the Government to aid railways was announced, upon which the Midland not having followed up their suggestion, this company applied to the Government of the late J. S. Macdonald for aid for a through line, and Mr. Macdonald gave this company a promise of aid as such through line.

When Mr. Blake's Government took up the subject of aid to railways, they first gave a subsidy to the Midland, from Beaverton to Orillia, on consideration that our company should have running powers over the portion so subsidized. This was agreed to, and the Midland ok the aid on that condition,

They next applied for further aid to Mundy's Bay. Our matter being then before the Government, meetings were had, and the Government urged that, as we had accepted running powers over the Midland, from Beaverton to Orillia, and the Midland had given us this, it would be unwise to subsidize rival lines between Lindsay and Beaverton, and Orillia and Lake Huron, and they asked us to give up our lines so far as independent, north west of Lindsay, and proposed to give the Midland the subsidy, from Orillia to the Lake, on condition that they give us running powers from Lindsay to Beaverton, and from Orillia to the Lake, in addition to what had already been given, this being necessary to make available the right the Midland had given us between Beaverton and Orillia, in consideration of the aid given them by the Government on that section.

The Midland assented to this, but urged on the Government to make the junction at Omemee, this the Government proposed to us, and on discussion, it was agreed that the junction should be made at Omemee, or Lindsay, as should be found to us the least expensive. On this, a meeting was had before Mr. Blake, at Osgoode Hall. Mr. Blake urged, that running powers having been given and accepted over the section between Beaverton and Orillia, it followed, to make this available, that what the Government proposed, should also be agreed to, and that had it been observed, or suggested, when the first Order in Council was passed, he had no doubt it would have been provided for in that way. On this the Midland Company, by their representatives then agreed to the proposition of the Government as so modified, and afterwards a contract was drawn up which we assented to. The Order in Council was passed in accordance with this understanding, and on our part, we never heard or knew the Midland wished to get out of it, until last session of the House, when you proposed the modification of the tenor of the Order in Council, which was afterwards abandoned.

In the mean time, as we were, according to the Bonus By-laws and Statutes, bound to begin construction, we let the contract to build our line, from Belleville to Lindsay, to Mr. Brooks, who, on the faith of the Order in Council, and the action of the companies, took the contract, expecting the running powers would give us a through line.

He has gone on with his work, expending over $200,000 of his own money, and he has graded in all about forty miles of the road. Now it is necessary to go on to the completion of his contract, to issue the mortgage bonds to be given him in payment of his work, and to sell these, it is necessary to know where or to what the road is to run. And besides, we now have an offer to negotiate our bonds very advantageously for us if it is a through route.

That being the case, it becomes necessary for us to know are we to have running powers over the Midland, or are we to build a line as proposed when our road was first projected?

If we adopt the latter, we submit we have claims for a liberal bonus from the Government, having acted in accordance with wishes of the Government; and any difficulty we are in, having arisen from our having acted as we did, and owing to what we are disposed to call bad faith on the part of the Midland,—and moreover it would, were we to do so, open up a large extent of new territory.

We understand the Midland offered to give us the running powers, provided the Government increased their subsidy from Orillia to Mundy's Bay, to $4,000 a mile.

We would ask the Government, either to give us substantial aid to build the indepedent line as originally projected, or to give the Midland the $4,000 and let us have the running powers; and unless the Midland do this at once, we submit no subsidy should be given them, but we should at once receive the aid to build the independent road.

In either case, we would ask to have the question decided as soon as possible, as we cannot issue a bond, or proceed further until we know how our line is to run, west of Peterborough.

I have the honour to be, Sir,

Your obedient servant,

(Signed) Thomas Kelso.

President G. J. R.

The Honourable O. Mowat,
Attorney-General, &c., &c.,
Toronto.

(Copy.)

OFFICE OF THE ATTORNEY-GENERAL OF ONTARIO,
TORONTO, 30th December, 1873.

SIR,—The Attorney-General desires me to acknowledge receipt of your letter of the 22nd instant respecting a Bonus to your Company. The Attorney-General has observed that your letter does not say anything of the propriety of granting a Bonus to your Road on general grounds, or in view of the interests of the public generally; but is confined to a history of your negotiations with the Government and the Midland Company, and of the equity which may be founded on this. At your interview with the Attorney-General, it was argued by the deputation that the Road was, on its merits, a proper Road to assist with the Bonus, which you desired independently altogether of the considerations which alone your letter urges; and the Attorney-General wishes you to supplement your present letter by stating the substance of what you urged upon that point in your interview with him, unless, upon reflection, it appears to your Company that what was so urged was not sustained. On receiving your answer, the Government will give your application early consideration.

Your obedient Servant,
(Signed) HY. KINLOCH.

Thos. Kelso, Esq.,
President, Grand Junction Railway,
Belleville.

(Copy.)

GRAND JUNCTION RAILWAY OFFICE,
BELLEVILLE, 1st January, 1874.

SIR—In reply to your letter of the 30th ultimo, I beg to say, that, as projected, our line north-west of Peterborough will pass, in a great measure, through new townships, and through a district from which saw-logs and timber are brought to market—that it will give, by reason of its grades to the eastward, the best facilities for getting this timber and the lumber from the saw-logs to market, by way of Belleville and Oswego—that the mills on the several water-powers in these townships, in consequence of these facilities, can afford to cut up and utilize to a greater extent, the timber in these townships than the mill-owners who drive the Trent or its tributaries can afford to do—that is, logs which it will not pay to drive so far can be used, and the stuff sent to market, which will not be got out if it has to be driven down the streams, now that the works on these streams are not being kept in repair by the Crown.

It will also offer greater facilities for opening up, and for the settlement of lands in these townships, through which it will pass to a greater extent than any projected road or roads in existence that I am aware of.

I may add, that, instead of stuff having to be carried over the high ridge in which the other roads leading to Lake Ontario passes, our line has an easy continuous down grade to the East from the timber district.

I have the honour to be, Sir,
Your obedient Servant,
(Signed) THOS. KELSO,
President, G. J. Ry.

Hon. O. Mowat,
Attorney-General, Toronto.

Memo.

3rd January, 1874. Acknowledged.

(Copy.)

Belleville, 6th March, 1874.

Dear Sir,—The Grand Junction Railway Bill, now before the Ontario Parliament Bill (No. 56), contains in the 8th Clause as follows, "The present Directors of the said Com, "pany, that is to say:—Thomas Kelso, Abraham Diamond, Alexander Robertson, D. D. "Bogart, J. S. Fowlds, E. J. Senkler, *G. H. Boulter, James Brown, Henry Corby, The "Honourable Robert Read* and *M. Bowell*, shall continue in office, and shall continue in "office, &c., &c."

The five last mentioned names underlined were not elected at the annual meeting in October last, those persons were nominated in 1872, by the Warden of the County, as Directors of County Stock, which stock was sold by order of the County Council before the last election of directors in October, 1873, and the regular bill of sale according to the form of the statute, made in duplicate; one was handed to the Secretary, and by him placed with other sales of stock, he having no transfer book to enter the same, although requested to do so.

The names underlined were not elected by by-law of the Council, but barely nominated at the board by the Warden, A. F. Wood, Esq., for 1872.

After the sale of the county stock, written notice by the clerk, under seal of the corporation, was served on all the five parties, that they were no longer directors for the county. Mr. Bowell has not sat at the board since; Dr. Boulter went once, but I believe took no part; the others, namely, Messrs. Brown, Corby and Read, have sat at the board in defiance of the notice served on them, under an opinion of the Grand Junction's solicitor, and have acted as directors since.

The by-law under which the stock was taken being illegal, and contrary to the present Grand Junction Act, the council refused to have anything further to do with it. No suit as yet has been entered to try its validity, or to collect the last call of ten per centum, which the council will not pay unless forced to do so by law, having repealed the old by-law, as well as parting with the stock, which was by resolution *only ordered to be taken if the by-law was legal*, but was taken by the Warden on an *exparte* opinion on two points, but not on the by-law itself. It strikes me as but reasonable that the five last named directors, as underlined, should not be named in the present Bill now before the House as "*the present directors.*" I can see no good reason why they should be so named, unless the promoters of the Bill wish to try and legalize their acts at the board, and to try and take advantage of their being so placed. There can be no objection to their being named on the board as *ex officio* members, as the County Council does not wish them to act in their behalf.

Again, clause 17 in the third line, after the word "*Act*," should be so altered as to prevent advantage being taken of *parties or corporations* who have sold this stock previous to the last call of 10 per cent., as there were no transfer books kept by the company, unless so done since the County stock was sold.

I trust you will, as head of the Government, see that no undue advantage is allowed by the present Bill, against either corporations or private individuals who have sold out their stock, and if any dispute between the company and such stockholders, permit that dispute to be settled by due course of law.

I have the honour to be, dear sir,

Yours, &c., &c.,

(Signed) Billa Flint,

Late Warden, County Hastings.

Hon. O. Mowat,

Attorney-General,

Ontario Government, Toronto.

SUPPLEMENTARY RETURN.

Of Correspondence and Papers relating to the "Grand Junction Railway," subsequent to 9th March, 1874.

By Command.

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 16th March. 1874.

Schedule of Correspondence and Papers relating to the "Grand Junction Railway."

1874.
February, 28.—Letter from President of Company to Honourable Provincial Secretary, enclosing
February 28.—Agreement between Midland Company and Grand Junction Company, &c.
February 28.—Letter from President of Company to President of Midland Railway Company.

(Copy.)

GRAND JUNCTION RAILWAY COMPANY,
BELLEVILLE, 27th February, 1874.

SIR,—Mr. Hugel has we understand intimated that he was satisfied to agree to what was proposed by this Company through our Solicitor, Mr. Bell. We are willing to carry this out, and we have engrossed the agreement which was come to when we all appeared before Mr. Blake, with a clause added to c ver more fully what passed between Mr. Hugel, and Mr. Bell. The trains of each company when on the other's line, were to be under the superintendence and control of the company whose line they were on. The time bills and order of trains to be fixed by the Superintendent; this is the English practice, and is covered by what is known in England as running powers.

If Mr. Hugel would prefer to have a more extended agreement, we are willing; but he abstains from replying in writing to Mr. Bell's letters. We send this to you to let you see that we are acting in good faith, and we assume that the Midland acting in the same way, will also execute it, or will state what they require.. We send this having been told that they are willing to agree to what was proposed by Mr. Bell, which we also agree to.

We inclose herewith, a copy of a letter addressed to Mr. Hugel upon this subject.

I have the honour to be,
Your obedient servant,
(Signed) THOMAS KELSO,
President.

Honourable C. F. Fraser,
Provincial Secretary, Toronto.

(Copy.)

This Agreement made this twenty-eight day of February, in the year of our Lord, 1874,

By and between the Midland Railway Company, hereinafter called the "Midland Company," of the first part, and,

The Grand Junction Railway Company, hereinafter called the "Junction Company," of the second part.

Whereas, the Midland Company have applied to the Government of the Province of Ontario, for aid towards the construction of their Railway between Beaverton and Mundy's Bay, and with a view to prevent the construction of competing lines, the said Government have agreed in consideration that the said two Companies agree, that the Junction Company shall not carry their line west of Lindsay, or such point east of Lindsay, as a Junction of the two lines can conveniently and properly be made, and that the Midland Company will grant to the Junction Company, running powers as hereinafter expressed over that part of their line extending from the point of Junction of said line at the Town of Lindsay or east thereof, as the case may be, to the Western Terminus of their said line, at Mundy's Bay.

And whereas, the said two Companies have agreed to enter into such an agreement, therefore;

This Agreement witnesseth, that the said parties hereto of the first and second parts have and hereby, do each with the other for themselves, their successors and assigns, covenant, promise and agree, each with the other as follows:—That is to say, that the Junction Company, their successors and assigns, may run over and use with their engines and carriages of every description, and for the purposes of their traffic, the Railway of the Midland Company from the point in the Town of Lindsay, or east thereof, as the case may be, where the said two Lines may join to the western terminus of the Midland Company's line, wherever the same may be, and the stations thereon, and the stations of the Company at Lindsay, and at said western terminus respectively and the sidings, warehouses and other buildings, watering places, works and conveniences at or connected with said Railway, or stations respectively, and may at Lindsay and at the said western terminus, and at such other stations as the said Grand Junction Company may determine, employ their own booking clerks, agents and servants, upon payment of rent, toll or other remuneration, and upon such other terms and conditions as may be agreed upon between the Midland Company and the Junction Company, or failing agreement, as may be settled by arbitration in the manner provided in the Act known in England as the "Railway Clauses Consolidation Act, 1845," except that the third arbitrator, in case the two appointed cannot agree upon the third arbitrator, such third arbitrator shall be appointed by the Lieutenant-Governor in Council.

And it is also agreed, that if the Junction Company shall choose to do so, they may have a separate station and station grounds at Lindsay, and also at the western end of said Midland Company's line, or at any other intermediate point, if they so determine, for their separate use, and in that case, the arbitrators shall not charge for the station accommodation at those points. And further, that any award or agreement so made, shall be valid for five years, after which, a new agreement or award, as the case may be, shall be made, and so on, from time to time, for each five years; and further, that the award or agreement shall provide for the Midland Company's supplying full water and all other things necessary for the proper exercise of said running powers.

And further, the Junction Company hereby agree with the Midland Company that from the point of Junction of said two lines, the said MidlandCompany shall (if they desire it) have the like running powers over the Junction Line, on the same terms in all respects and with the same facilities mentioned above, as granted to the Junction Line over the Midland Company's Railway.

And further, that as regards the working of said running powers over the said Midland Railway, and over the Junction Railway, the mode of doing it, and as to superintendence of the trains, and such like, the practice in all such cases in England shall be the guide, and the powers of each company, shall be those known in England as running powers, except where varied by agreement between the parties hereto.

In witness whereof, the said parties have hereunto affixed their corporate seal, on the day and year first above written.

(Signed) THOMAS KELSO,
President Grand Junction Railway Co.

(Copy.)

GRAND JUNCTION RAILWAY COMPANY,
BELLEVILLE, 28th Feb., 1874.

DEAR SIR,—We are told y u expressed yourself satisfied with the terms of the letter Mr. Bell wrote you, and we expected he would have had a reply.

None having come, we have amended the draft agreement settled with Mr. Blake, and have sealed it and sent it to the Attorney-General, Toronto; and we will be glad to hear that you have sealed it as well, as it embodies what Mr. Bell proposed.

Yours truly,

(Signed) THOS. KELSO,
President G. J. Railway. Co.

A. Hugel, Esq.,
President Midland Railway, Port Hope.

RETURN

Of Correspondence and papers relating to the application of the "Pacific Junction Railway Company," for Aid.

By Command,

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 11th March, 1874.

Schedule of Correspondence and Papers relating to the "Pacific Junction Railway."

1872.
April 3.– Letter from the President of the Company to the Hon. the Premier.
April 3.—Letter from Acting-Assistant Secretary Eekart to President of Company.
1873.
Jan. 6.—Letter from Secretary of Company to Hon. Provincial Secretary.
1874.
Jan. 2.—Letter from J. D. Edgar, Toronto, to Hon. Provincial Secretary. enclosing.—
Jan. 2. –Memorial of Company; map and prospectus (memo. only included in Return).

(Copy.)

Pacific Junction Railway,
Toronto, April 3rd, 1872.

Sir,—The provisional directors of this undertaking are desirous of laying its claims to public support before your Government, before the meeting of the Dominion Parliament, and with that view I beg respectfully to request that you will be kind enough to name a day when it will be convenient for you to receive a deputation upon this subject.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) H. S. Howland,
President.

To the Honourable,
The Premier of Ontario.

(Copy.)

Provincial Secretary's Office,
Toronto, 3rd April, 1872.

Sir,—I have the honour to acknowledge the receipt of your letter of this day's date, intimating that the provisional directors of the "Pacific Junction Railway" are desirous of

having an interview with the Government, with the view of submitting the claims of that undertaking to public support, to their consideration, and am directed to inform you, in reply, that some members of the Government will be prepared to receive a deputation from the provisional directors at twelve o'clock on Saturday next, at the Attorney-General's office.

I have the honour to be, sir,

Your obedient servant,

(Signed) I. R. Eckart.

Acting Assistant-Secretary.

H. S. Howland, Esq.,
President, Pacific Junction Railway,
Toronto.

(Copy.)

Pacific Junction Railway Company,
Toronto, 6th January, 1873.

Sir,—I am desired by the Board of Directors of the above Company to request that you will call the attention of the Honourable the Government of Ontario, to the following application for assistance towards building a line of road which will connect the Railway system of Ontario with that of the north-west of the United States.

The information which the Directors have received has been derived from the actual surveys of the line made by their Chief Engineer, William Murdoch, Esq., C.E., also from what is generally known of the district through which it will pass; and also from the testimony of Clarence Moberly, Esq., C.E., who is familiar with the construction of roads through a similar country. They are led to the conclusion that a first-class road will cost $40,000 per mile, on an average, for the 282 miles of its construction, and this for the following reasons:—

1. That although some of the land through which the road will pass is undoubtedly of good quality, yet that portions thereof are exceptionally rough and difficult, as compared with the average of Ontario railways.

2. That the Road will pass through a country whereon the timber has been sold.

3. Where there is scarcely any population, and those chiefly dependent upon the lumbering interest for their support.

4. Hence, it is impossible to expect any bonuses from the inhabitants, as is customary throughout Ontario.

5. Also that any land granted by the Government, in the neighbourhood of the line of Road, will require some considerable time to settle up and develope, and cannot consequently be relied upon as a source of recoupment for investors, until the Road itself has made some progress.

6. That the bridging is considerably above the average, involving the crossing of no less than 13 streams, including the Thessalon, Spanish and French Rivers.

7. That the expense of getting in supplies and material is above the average, and quite equal to that which will be encountered in the Canadian Pacific Railway.

8. That any works which will be carried on in the winter will be difficult and costly.

9. That steel rails will be required to be laid upon the whole of the route.

10. That in view of the above difficulties, the works will cost 40 per cent. more than they would if carried on near a market for labour and produce.

Under the above circumstances the Directors consider that the Company should receive aid nearly, if not quite, equal to that voted by the Dominion Parliament for the construction of the Canadian Pacific Railway, namely, $12,000 per mile, and 20,000 acres of land per mile.

But the Directors are of opinion that with aid to the extent of $10,000 per mile, and a land grant of 20,000 acres per mile, they will be able to obtain the requisite capital, during the ensuing summer, for completing the Road. The Directors are aware that the measure of aid asked for is greater than that which has been extended to any other line.

But they submit, that in addition to the road being more costly than any other which has received aid from Ontario, it is more Provincial in character than any of them, inasmuch as it will be the line by means of which the Pacific Railway will connect with the Great

Lakes, and with the existing system of Canadian Railways. In addition to which, the cost of labour and materials have lately increased from 30 to 50 per cent. The directors would suggest that a portion only of the money subsidy need be paid in cash, interest at the rate of six per cent. upon the remainder being guaranteed by the Ontario Government

The Directors scarcely consider it necessary to call the attention of the Government to the very great value which this road will possess as regards this Province. It will open up and develope for settlement and agriculture, a vast region which is known to contain land of a superior quality, capable of supporting a large industrial population.

Whether this land is given to the Company or held by the Government in lieu of an increased money subsidy to the Company, the railway will equally become the best and only means of populating and improving the fertile, but at present almost inaccessible districts, of Lake Nipissing and the Upper Ottawa. It may be objected that the land grant is large, but it must be remembered that the timber has been sold over a large portion of the land, and it is not too much to say, that even 5,000 acres of well timbered land on the line of road would be more valuable than the quantity asked in the state it is at present.

This railway will afford a route to the Lake Superior District, and with the projected road from Thunder Bay to Fort Garry, will give (until the Canada Pacific is complete to the north of Lake Superior) the shortest and cheapest route to the Saskatchawan and Canadian North-West Territories. And, when the North Pacific of the U. S. is completed eastward, as projected, to the Saulte Ste. Marie, the connection thus formed with the American North-West cannot fail to benefit Ontario Province, as it provides by far the shortest route to tide water for the produce of the North-Western States.

Besides which, the distances even to New York are in favour of this route to Fort Garry. Taking Brainerd as a common point, the distance from New York, *via* Toronto and the Pacific Junction is 177 miles shorter than any existing route through the United States. And this route is 34 miles shorter than a road *via* Mackinaw and Michigan, even supposing the crossing of those straits to be practicable at that point.

Awaiting the favour of an early reply.

I have the honour to be,
Sir,
Your most obedient servant,
(Signed) Francis C. Maude,
Secretary and Treasurer, Pacific Junction Railway.

To The Hon. The Provincial Secretary,
Ontario.

Mem.—8th January, 1873. Acknowledged.

(Copy.)

Pacific Junction Railway Company,
Toronto, January 2nd, 1874.

Sir,—At the request of my colleagues on the Board of this Railway, I have the honour to transmit herewith a memorial from them to His Excellency the Lieutenant-Governor in Council, on the subject of special aid to their railway, and also a copy of the prospectus of the Company ; and in another parcel, the map referred to in the prospectus. In view of the early meeting of the Legislature, the board feel the importance of placing all information upon this question before the Government, to enable them to adopt, if possible, a policy upon the subject, while the House is in session.

I have the honour, to be,
Your obedient servant,
(Signed) J. D. Edgar.

The Hon. C. F. Fraser, Provincial Secretary,
Toronto.

Memo.—5th January, 1874. Acknowledged.

(Copy.)

To His Excellency the Lieutenant-Governor of Ontario in Council.

The memorial of the Pacific Junction Railway Company,

HUMBLY SHEWETH :

Your memorialists beg to present for the consideration of the Government, the claims of the Pacific Junction Railway to exceptional aid from the Ontario Legislature for the construction of the portion of their line from the French River to connect with the existing railway system of this Province.

An enormous area of richly timbered lands of the Crown is tributary to Lake Nipissing and French River, while the lands upon the southern shore of the lake are already known to be highly productive under the test of actual cultivation ; the outlet for these products, as well as for the wealth of timber on the Maganetawan is, and must continue to be by water, until the construction of this railway shall spread them over the rest of Ontario, for export or consumption, and enable the people of Ontario, to send in return the supplies of all kinds required in the manufacture of lumber.

The construction of this railway southward from French River to a point accessible to the railway system of Ontario, will bring that important region into direct communication over existing or projected railways with the entire Province, with Hamilton and the Western and Niagara Peninsula, *via* the Hamilton and North-Western Railway ; with Toronto, *via* the Northern ; with Whitby, *via* the extension of the Whitby and Port Perry ; with Port Hope, by the Midland ; with Peterborough and Cobourg ; by their railway with Belleville, by the Grand Junction ; with Ottawa by the Ontario and Quebec ; and with places east of Belleville, by the Grand Trunk.

No other railway in Ontario, with the single exception of the Grand Trunk, is so much a Provincial undertaking as this one, and its construction, at an early day, is now anxiously looked forward to by the railway and business men of the country.

A point on the French River being once reached and brought within the direct business influence of Ontario, gives this Province an immense advantage, in being prepared to connect with the Canada Pacific Railway at that point, whether the longer Northern route north of Lake Nipegon be adopted, or the line to Sault Ste. Marie be made to do temporary service. In the latter event, the construction of this railway from French River westward to Sault Ste. Marie would, in all probability, become a Dominion work.

Your memorialists believe that aid, of an entirely exceptional nature, can be fairly claimed for this undertaking. It much resembles the Canada Pacific project, in opening up the waste lands of the Crown, and becoming a pioneer for settlement and civilization. While the location of portions of the Canada Pacific is undoubtedly more difficult, still the location of one thousand miles of that line over a level prairie is infinitely less difficult than the location of this company's railway.

The scheme of Government aid to the Canada Pacific consisted of a grant of about twenty-five thousand acres of picked land, and twelve thousand dollars in cash, per mile, and even that failed to attract the necessary capital. Your memorialists feel that, either by a money or a land grant, or by the Provincial guarantee of the company's bonds, the Legislature of Ontario might be fairly asked, and would readily agree to provide a fair basis for the raising of the necessary capital for the early construction of this railway. The building and equipment of the road are estimated to cost thirty thousand dollars per mile, and in the entire absence of municipal or local aid, it is felt that at least half the capital should be provided by the Province to enable the company to raise the other half.

Your memorialists will ever pray, &c.

By order,

(Signed) H. S. HOWLAND.

President, Pacific Junction Railway Company.

Dated, January 2nd, 1874.

MEMO.—Map shewing proposed route of the Pacific Junction Railway of Canada and its connections.

PROSPECTUS.—Pacific Junction Railway.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House copies of the various Reports of Valuators of Lands in the different Counties of the Province, together with the names of Valuators appointed in the different Counties, with the dates of their several appointments and discharges, and a statement of the various sums paid to such Valuators, and copies of the accounts furnished by them to the Department of services rendered.

Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

C. F. FRASER,

PROVINCIAL SECRETARY'S OFFICE, *Secretary.*

TORONTO, 12th March, 1874.

DEPARTMENT OF CROWN LANDS,
TORONTO, 12th March, 1874.

SIR,—I have the honour herewith to transmit, in accordance with your letter of the 14th of January, the copies of various reports of valuators of lands in different counties of the Province, together with the names of the valuators appointed, with the dates of their appointments and discharges, with a statement of the amount paid to each valuator, and copies of the accounts furnished by them to the Department for services rendered.

I have the honour to be, Sir,

Your obedient servant,

THOS. H. JOHNSON,

Assistant Commissioner.

The Honourable the Provincial Secretary, Toronto.

RETURN to an Address to the Honourable the Legislative Assembly of the Province of Ontario, praying His Excellency to cause to be laid before the House copies of the various reports of the valuators of lands in the different Counties, with the names of the valuators, the dates of their several appointments and discharges; also, showing the amount paid to each, with copies of the accounts furnished by them to the Department for their services.

Reference to the Accounts.	COUNTY.	$ cts.	Appointed.	Discharged.
	1. BRUCE.			
a	Amos Wright	460 00	June 28, 1872	Oct. 17, 1872
b	J. Hunter	815 00	do	Dec. 23, 1872
c	M. McKinnon	850 75	do	June 2, 1873
d	H. O'Connor	320 00	July 16, 1872	Sep. 23, 1873
e	P. Corrigan	160 00	August 20, 1872	July 16, 1873
	2. CARLETON.			
a	John McVeigh	361 15	Feb. 16, 1872	August 27, 1872
b	J. B. Royce	75 00	May 13, 1872	August 11, 1873
	3. DURHAM AND NORTHUMBERLAND.			
	George Brant	399 46	Nov. 13, 1871	July 9, 1872.
	4. ELGIN.			
	Mal. McDougall	230 00	May 16, 1872	August 20, 1872.
	5. ESSEX.			
	Ben. Switzer	40 00	Nov. 4, 1872	Died.
	James Manning	284 00	April 23, 1873	June 20, 1873.
	6. DUNDAS.			
	G. F. Shaver	195 00	March 22, 1872	Sep. 26, 1872.
	7. FRONTENAC.			
a	Thomas Flynn	794 75	Sep. 16, 1871	August 15, 1872.
b	H. McCrea	375 00	do	Jan. 16, 1872.
	8. GLENGARRY.			
	O. Quigley	325 00	March 22, 1872.	Dec. 16, 1872.
	GRENVILLE.—See LEEDS AND GRENVILLE.			
	9. GREY.			
a	D. Lawrence	210 00	Nov. 1, 1871	Dec. 21, 1871.
b	William Stokes	175 00	do	do
c	F. McRae	30 00	Feb. 4, 1872	May 14, 1873.
d	William Thompson	160 00	May 14, 1872	Nov. 13, 1872.
e	James McFayden	320 00	May 13, 1872	Jan. 22, 1873.
f	Joseph Kilgore	230 00	do	Oct. 23, 1872.
g	Thomas Garney	180 00	do	Jan. 23, 1873.
h	J. F. Brown	395 80	May 18, 1872	Nov. 29, 1872.
i	D. Killins	338 00	do	do

RETURN to an Address to the Honourable the Legislative Assembly of the Province of Ontario, praying His Excellency to cause to be laid before the House copies of the various reports of the valuators of lands in the different Counties, with the names of the valuators, the dates of their several appointments and discharges; also, showing the amount paid to each, with copies of the accounts furnished by them to the Department for their services.—*Continued.*

Reference to the Accounts.	COUNTY.	$ cts.	Appointed.	Discharged.
	9. GREY.—*Continued.*			
j	J. Sheppard	170 30	May 13, 1872	Jan. 27, 1873.
k	A. McIntyre	275 00	May 14, 1872	August 27, 1872.
l	Thomas Robertson	115 00	August 7, 1872	Feb. 25, 1873.
m	H. Barton	165 00	do	Dec. 16, 1872.
n	J. B. Davis	96 00	do	Dec. 6, 1872.
o	A. Shaw	1031 00	April 25, 1873	Jan. 17, 1874.
p	William Jackson	180 25	do	Jan. 7, 1873.
	10. GREY—Townships of Proton and Melancthon PERTH—Township of Mornington.			
a	J. B. Lewis	586 30	July 18, 1871	October 25, 1871.
b	D. Thorburn	517 00	do	do
	11. HALTON, WENTWORTH AND NORFOLK.			
a	J. B. Lewis	205 00	Nov. 8, 1871	Jan. 25, 1872.
b	D. Thorburn	260 50	do	Feb. 5, 1872.
	12. HASTINGS.			
a	W. S. Yates	215 00	May 17, 1872	October 7, 1872.
b	D. Lawrence	231 25	do	do
c	William Stokes	247 75	do	July 10, 1872.
	13. HURON.			
a	J. McRae	612 90	June 28, 1872	April 3, 1873.
b	D. Scott	185 00	May 6, 1872	July 2, 1873.
	14. KENT.			
	James Burns	320 00	April 10, 1873	July 17, 1873.
	15. LAMBTON.			
	D. Mills	220 00	April 10, 1873	July 16, 1873.
	16. LEEDS AND GRENVILLE.			
a	E. F. Weeks	150 00	July 17, 1872	Jan. 27, 1873.
b	M. Sweeney	150 00	July 27, 1872	do
c	William McMahon	130 00	July 20, 1872	August 1, 1873.
d	W. H. Denault	130 00	Nov. 11, 1872	April 25, 1873.
e	William Stafford	175 00	Mar. 22, 1872	July 8, 1873.
	17. LANARK.			
	J. Richie	545 00	April 25, 1872	May 15, 1873.

RETURN to an Address to the Honourable the Legislative Assembly of the Province of Ontario, praying His Excellency to cause to be laid before the House copies of the various reports of the valuators of lands in the different Counties, with the names of the valuators, the dates of their several appointments and discharges; also, showing the amount paid to each, with copies of the accounts furnished by them to the Department for their services.—*Continued.*

Reference to the Accounts.	COUNTY.	$ cts.	Appointed.	Discharged.
	18. LENNOX AND ADDINGTON.			
a	D. Morrow	66 75	Sep. 18, 1871	June 14, 1873.
b	R. C. McCallum	307 52	do	Nov. 21, 1871.
	19. MIDDLESEX.			
a	J. Waterworth	75 00	May 14, 1872	Feb. 5, 1873.
b	B. Waterworth	50 00	Feb. 13, 1873	June 11, 1873.
	20. OXFORD.			
	J. Kilborn	85 00	May 29, 1872	Jan. 9, 1873.
	21. ONTARIO.			
a	G. Harshaw	269 00	Nov. 9, 1871	Jan. 4, 1872.
b	G. Clap	269 00	do	do
	PEEL.—See County of York.			
	22. PRESCOTT.			
a	P. Garecur	110 00	March 22, 1872	Nov. 4, 1872.
b	William Allison	127 00	do	July 18, 1872.
	23. PETERBOROUGH.			
a	J. B. Campbell	590 00	May 13, 1872	April 14, 1873.
b	N. Dodge	613 00	do	October 3, 1872.
	24. PERTH.—Townships of Elma and Wallace.			
	S. Robertson	200 00	May 18, 1872	July 24, 1872
	25. PRINCE EDWARD.			
	R. Lobb	315 00	July 11, 1873	Jan. 26, 1874.
	26. RENFREW.			
a	C. Johnson	747 86	Nov. 11, 1871	Jan. 25, 1873.
b	J. McVeigh	706 60	do	do
c	P. Cuthbertson	165 00	October 29, 1872	Feb. 23, 1873.
	27. RUSSELL.			
a	J. Tytler	265 00	March 22, 1872	Nov. 15, 1872.
b	D. McDonald	305 00	do	Nov. 25, 1872.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House a Statement shewing the income and expenditure of the Provincial Government for the year 1873, and from what sources such income is derived.

Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 13th March, 1874.

TORONTO, 12th March, 1874.

SIR,—I have the honour to submit herewith a Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the Legislature a statement showing the income and expenditure of the Provincial Government for the year 1873, and from what sources such income is derived.

I have the honour to be, Sir,
Your obedient servant,

A. CROOKS,
Treasurer.

The Honourable the Provincial Secretary, &c. &c.

RETURN to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House a statement showing the income and expenditure of the Provincial Government for the year 1873, and from what sources such income is derived.

A. CROOKS,
Treasurer.

A RETURN showing the number of Civil and Criminal cases entered for trial a
Cases tried, and the number of Remanets and Criminal causes left over a

	COUNTIES.	NUMBER OF COUNTY COURT CIVIL CASES ENTERED FOR					
		SPRING.				FALL.	
		1870.	1871.	1872.	1873.	1870.	1871.
1	Algoma						
2	Brant	10	7	6	8	5	
3	Bruce	not given	3	4	3	not given	6
4	Carleton	5	5	16	18	13	11
5	Elgin	not given	2	2	7	not given	5
6	Essex	not given	none	4	none	not given	none
7	Frontenac	not given	4	7	13	not given	5
8	Grey	not given	2	1	4	not given	2
9	Haldimand	not given	none	none	2	not given	none
10	Halton	not given	2	4	2	not given	2
11	Hastings	22	8	4	8	18	6
12	Huron	not given	not given	none	11	not given	not given
13	Kent	none	2	6	7	none	5
14	Lambton	2	1	3	3	1	3
15	Lanark	3	3	none	2	4	1
16	Leeds and Grenville	1	none	1	2	2	2
17	Lennox and Addington	not given	4	3	2	not given	4
18	Lincoln	not given	1	6	3	not given	9
19	Middlesex	not given	11	16	15	not given	21
20	Norfolk	none	none	none	2	1	1
21	Northumberland and Durham	not given	10	1	4	not given	12
22	Ontario	2	10	6	10	7	6
23	Oxford	6	4	6	5	3	3
24	Peel	not given	none	2	4	not given	5
25	Perth	not given	3	10	8	not given	5
26	Peterboro'	not given	4	7	6	not given	7
27	Prescott and Russell	not given	none	3	1	not given	1
28	Prince Edward	none	none	1	1	3	1
29	Renfrew	not given	3	2	none	not given	1
30	Simcoe	9	3	5	4	6	2
31	Stormont, Dundee and Glengarry	not given	2	1	10	not given	5
32	Victoria	4	9	9	7	none	3
33	Waterloo	4	5	3	5	2	5
34	Welland	not given	1	1	3	not given	2
35	Wellington	not given	7	16	14	not given	10
36	Wentworth	not given	9	10	16	not given	12
			Autumn		Autumn		Winter
37	York Court of Queen's Bench	not given	58	21	45	not given	11
				Autumn			
	York Court of Common Pleas	not given	21	76	25	not given	....
		.....	204	263	280	.....	182

he several Assizes throughout Ontario since 1870, also showing the number of ach Assize, distinguishing between County Court cases and Superior Court cases.

'RIAL.		NUMBER OF SUPERIOR COURT CIVIL CASES ENTERED FOR TRIAL.							
		SPRING.				FALL.			
1872.	1873.	1870.	1871.	1872.	1873.	1870.	1871.	1872.	1873.
7	5	5	9	6	8	20	8	5	13
3	3	not given	6	12	12	not given	7	6	9
6	31	28	9	24	21	26	17	14	49
4	3	not given	1	13	13	not given	5	4	18
1	2	not given	none	16	14	not given	15	11	11
7	3	not given	10	13	15	not given	9	14	19
none	1	not given	9	12	15	not given	8	8	9
none	2	not given	3	3	8	not given	3	5	6
3	1	not given	1	8	6	not given	2	4	9
10	13	32	32	22	17	21	25	16	36
4	9	not given	not given	none	12	not given	not given	7	24
3	8	1	4	11	18	7	17	4	13
4	2	11	7	2	4	5	4	7	14
2	3	4	1	4	4	8	6	4	8
1	3	5	6	4	7	3	7	12	15
1	9	not given	8	4	10	not given	9	7	7
5	9	not given	4	5	4	not given	9	14	21
9	24	not given	15	21	25	not given	24	11	38
3	1	7	6	7	9	6	6	6	11
7	9	not given	10	16	24	not given	31	15	27
8	7	18	12	13	16	17	7	12	11
2	5	14	14	20	17	10	20	13	11
1	2	not given	1	5	3	not given	6	4	10
5	6	not given	7	9	12	not given	16	12	11
12	8	not given	5	19	12	not given	9	20	26
1	none	not given	4	1	6	not given	2	2	3
none	3	8	4	9	12	10	5	4	2
1	7	not given	7	4	8	not given	6	5	7
10	6	17	13	10	27	30	9	33	24
4	10	not given	4	9	10	not given	18	8	10
5	13	5	7	14	21	6	11	15	37
3	3	1	2	4	5	10	11	6	4
2	7	not given	4	9	12	not given	3	7	11
11	12	not given	7	34	19	not given	31	39	32
19	19	not given	29	48	28	not given	45	45	55
.....	Winter		Autumn		Autumn		Winter		Winter
.....	35	not given	71	77	104	not given	62	.....	85
Winter				Autumn				Winter	
20	.....	not given	41	55	100	not given	.....	82	.....
184	284	....	373	543	658	.....	473	481	696

A RETURN showing the number of Civil and Criminal cases entered for trial at Cases tried, and the number of Remanets and Criminal causes left over at —*Continued.*

	NUMBER OF CRIMINAL CASES ENTERED FOR TRIAL.							
	SPRING.				FALL.			
	1870.	1871.	1872.	1873.	1870.	1871.	1872.	1873.
1								
2	6	1	4	8	7	none	7	5
3	not given	1	1	3	not given	1	2	none
4	3	4	5	7	3	9	2	5
5	not given	5	4	5	not given	6	8	11
6	not given	6	9	12	not given	18	13	12
7	not given	7	15	5	not given	8	9	2
8	not given	10	5	5	not given	3	6	2
9	not given	5	3	1	not given	3	3	1
10	not given	none	1	none	not given	2	1	2
11	4	8	2	6	4	2	4	5
12	5	2	3	4	4	none	2	5
13	4	5	6	5	5	7	16	2
14	3	none	2	6	3	6	5	8
15	1	none	3	none	6	4	3	2
16	2	11	18	5	12	5	6	5
17	not given	3	5	3	not given	1	4	8
18	not given	3	5	10	not given	14	9	20
19	not given	13	9	7	not given	10	8	13
20	4	4	7	none	9	9	2	1
21	not given	6	none	6	not given	11	5	3
22	2	1	4	1	3	3	2	1
23	7	4	10	5	2	8	5	3
24	not given	none	1	none	not given	2	3	1
25	not given	6	3	none	not given	4	7	8
26	not given	3	5	4	not given	2	2	5
27	not given	2	1	1	not given	1	3	1
28	4	3	4	2	5	2	2	5
29	not given	1	none	10	not given	none	7	3
30	4	9	1	11	14	14	8	5
31	not given	3	5	none	not given	1	4	4
32	none	2	2	4	4	5	2	4
33	2	2	none	4	4	4	4	3
34	not given	11	6	4	not given	8	14	26
35	not given	12	7	4	not given	6	5	14
36	not given	7	15	17	not given	14	21	23
37	not given	Autumn 57	13	Autumn 46	not given	Winter 28	.....	Winter 27
	not given	28	Autumn 41	23	not given	.....	Winter 28	.....
	.....	245	225	234	.....	221	230	245

the several Assizes throughout Ontario since 1870, also showing the number of each Assize, distinguishing between County Court cases and Superior Court cases.

NUMBER OF COUNTY COURT CASES TRIED.

SPRING.				FALL.			
1870.	1871.	1872.	1873.	1870.	1871.	1872.	1873.
7	7	6	8	4	7	7	5
not given	3	none	2	not given	4	2	2
5	2	11	18	11	2	5	23
not given	2	2	7	not given	5	4	3
not given	none	4	none	not given	none	none	1
not given	4	7	12	not given	5	7	3
not given	2	1	4	not given	1	none	1
not given	none	none	2	not given	none	none	2
not given	2	4	2	not given	2	3	1
21	8	2	6	11	4	8	4
none	none	none	6	none	none	1	4
none	1	5	4	none	4	3	8
1	none	2	none	1	2	1	1
3	2	none	1	3	none	2	2
1	none	1	2	1	2	none	3
not given	4	2	2	not given	4	1	9
not given	1	1	2	not given	6	1	9
not given	11	12	14	not given	14	6	12
none	none	none	2	1	1	3	1
not given	10	none	4	not given	6	6	9
2	10	3	6	5	6	8	7
5	3	1	1	2	1	1	4
not given	none	1	4	not given	4	1	2
not given	2	9	8	not given	4	2	6
not given	2	1	2	not given	5	5	7
not given	none	3	1	not given	1	1	none
none	none	1	1	3	1	none	2
not given	3	2	none	not given	1	1	6
4	3	3 tried 2 referred	4	4	2	3 tried 1 withdrawn	6
not given	1	1	8	not given	3	4	10
3	7	4	7	none	3	5	7
4	5	3	5	2	5	3	3
not given	none	none	1	not given	1	1	3
not given	7	4	13	not given	8	5	7
not given	8	5	12	not given	4	13	15
not given	Winter 11	18	Winter 23	not given	Autumn 42	.....	Autumn 15
not given	18	Winter 14	20	not given	.....	Autumn 51	....
....	139	135	214	....	160	165	203

A RETURN showing the number of Civil and Criminal cases entered for trial at Cases tried, and the number of Remanets and Criminal causes left over at —*Continued.*

	NUMBER OF SUPERIOR COURT CASES TRIED.							
	SPRING.				FALL.			
	1870.	1871.	1872.	1873.	1870.	1871.	1872.	1873.
1								
2	5	9	6	6	19	6	4	12
3	not given	6	9	10	not given	5	4	7
4	25	6	15	18	19	16	11	39
5	not given	1	11	9	not given	5	3	16
6	not given	none	10	7	not given	11	8	3
7	not given	8	13	13	not given	9	13	17
8	not given	9	11	14	not given	5	6	9
9	not given	8	6	9	not given	6	8	7
10	not given	1	8	6	not given	2	2	9
11	26	19	16	12	15	19	15	31
12	none	none	none	7	none	none	4	16
13	1	3	10	14	6	16	4	7
14	8	5	2	3	5	2	5	6
15	4	1	2	4	7	6	3	4
16	4	5	4	7	3	6	9	9
17	not given	7	2	6	not given	9	4	4
18	not given	3	5	3	not given	9	10	19
19	not given	15	11	23	not given	20	9	27
20	7	6	7	9	6	6	6	11
21	not given	10	15	23	not given	31	15	24
22	17	11	9	13	16	7	10	9
23	12	14	18	10	6	6	10	9
24	not given	1	5	3	not given	6	1	10
25	not given	7	7	9	not given	11	11	8
26	not given	4	11	7	not given	6	15	16
27	not given	4	1	6	not given	2	1	3
28	7	4	7	10	7	5	3	2
29	not given	6	4	11	not given	5	6	8
30	10	9 tried	9 tried 1 referred	20 tried 15 referred 2 withdrawn	22	8 tried	15 tried	18 tried 3 referred 3 withdrawn
31	not given	4	9	8	not given	12	5	10
32	5	7	11	21	6	11	13	22
33	1	2	4	4	10	11	6	4
34	not given	2	5	9	not given	2	7	9
35	not given	6	17	15	not given	27	29	27
36	not given	23	34	18	not given	25	29	34
37	not given	Winter 34	62	Winter 35	not given	Autumn 47	.....	Autumn 38
	not given	37	Winter 48	75	not given	.....	Autumn 22	.....
	.....	297	425	484	.....	380	326	510

the several Assizes throughout Ontario since 1870, also showing the number of each Assize, distinguishing between County Court cases and Superior Court cases.

NUMBER OF COUNTY COURT REMANETS LEFT OVER AT EACH ASSIZE.

SPRING.				FALL.			
1870.	1871.	1872.	1873.	1870.	1871.	1872.	1873.
3 withdrawn	none	none	none	1 referred	1 withdrawn	none	none
not given	none	4	1	not given	none	none	none
none	3	4	none	none	1	1	5
not given	none	none	none	not given	none	none	none
not given	none	none	none	not given	none	none	1
not given	none	none	1	not given	none	none	none
not given	none	none	none	not given	none	none	none
not given	none	none	none	not given	none	none	none
none	none	2	none	2	2	none	none
none	none	none	2 withdrawn 2 remanets 1 put off	none	none	1 remanet 1 withdrawn 1 referred	8 2 remanets 2 referred 1 settled
none	none	none	3	none	none	none	none
none	none	none	3	none	1	none	1
none	1	none	1	none	none	none	none
none	none	none	none	none	none	1	none
not given	none	none	none	not given	none	none	none
not given	none	none	none	not given	none	none	none
not given	none	none	none	not given	none	none	none
none	none	none	none	none	none	none	10
not given	none	1	none	not given	6	1	none
none	none	3	2	1	none	none	none
none	none	5	4	none	2	none	none
not given	none	1	none	not given	none	none	none
not given	1	1	none	not given	1	3	none
not given	none	2	none	not given	none	none	1
not given	none	none	none	not given	none	none	none
none	none	none	none	none	none	none	1
not given	none	none	none	not given	none	none	none
5	none	none	none	1 withdrawn 1 remanet	none	6 remanets	none
not given	1 withdrawn	none	2 withdrawn	not given	2 withdrawn	none	none
1	2	5	none	none	none	none	6
none	none	none	none	none	none	none	none
not given	none	none	none	not given	none	none	none
not given	none	7	none	not given	1	4	2
not given	1	5	1	not given	8	6	4
not given	.....	none	Winter 12	not given	.....	.....	Autumn 26
not given	none	Winter 5	none	not given	.....	Autumn 11	.....
.....	9	45	35	.....	25	36	70

A RETURN showing the number of Civil and Criminal cases entered for trial at Cases tried, and the number of Remanets and Criminal causes left over at —*Continued.*

	NUMBER OF SUPERIOR COURT REMANETS LEFT OVER AT EACH ASSIZE IN SUPERIOR COURT.							
	SPRING.				FALL.			
	1870.	1871.	1872.	1873.	1870.	1871.	1872.	1873.
1								
2	none	none	none	1 withdrawn 1 referred	1 withdrawn	2 withdrawn	1 withdrawn	1 withdrawn
3	not given	none	3	none	not given	none	none	none
4	none	2	1	none	3	none	none	1
5	not given	none	none	none	not given	none	none	none
6	not given	none	6	5	not given	4	none	7
7	not given	none	none	2	not given	none	1	2
8	not given	none	none	none	not given	none	2	none
9	not given	none	none	none	not given	none	none	none
10	not given	none	none	none	not given	none	none	none
11	2	6	1	1	2	4	none	1
12	none	none	none	2 remanets 3 settled	none	none	2 referred 1 withdrawn	5 referred 3 settled
13	none	1	none	none	none	none	none	none
14	2	none	none	none	none	1	none	6
15	none	none	none	none	none	none	none	4
16	none	none	none	none	none	1	none	2
17	not given	none	none	4	not given	none	none	none
18	not given	none	none	none	not given	none	none	1
19	not given	none	4	none	not given	none	none	7
20	none	none	none	none	none	none	none	none
21	not given	none	1	1	not given	none	none	3
22	none	none	4	1	none	none	1	none
23	none	none	none	5	none	9	none	none
24	not given	none	none	none	not given	none	none	none
25	not given	none	2	3	not given	5	1	3
26	not given	none	none	none	not given	none	none	1
27	not given	none	none	none	not given	none	1	none
28	1	none	none	1	3	none	1	none
29	not given	none	none	none	not given	none	none	none
30	2 referred 5 remanets	1 referred 2 settled 1 withdrawn	none	none	3 referred 2 remanets 4 withdrawn	1 withdrawn	15 remanets 2 withdrawn 1 referred	none
31	not given	none	none	2 referred	not given	6 withdrawn	3 withdrawn	none
32	none	none	3	none	none	none	2	15
33	none	none	none	none	none	none	none	none
34	not given	none	1	1	not given	1	none	1
35	not given	none	3	none	not given	none	5	1
36	not given	6	13	6	not given	20	15	18
37	not given	Winter 28	none	Winter 40	not given	Autumn 4	.....	Autumn 56
	not given	.....	Winter 24	1 by consent	.....	.....	Autumn 16	.....
	.....	47	66	80	.....	58	70	138

the several Assizes throughout Ontario since 1870, also showing the number of each Assize, distinguishing between County Court cases and Superior Court cases.

NUMBER OF CRIMINAL CASES LEFT OVER OR REFERRED TO THE SESSIONS.

SPRING.				FALL.			
1870.	1871.	1872.	1873.	1870.	1871.	1872.	1873.
4	1	1	none	1 withdrawn	none	1	none
not given	none	none	none	not given	none	none	none
none	none	none	none	none	none	none	1
not given	4	none	1	not given	none	4	2
not given	4	1	4	not given	6	5	2
not given	none	none	none	not given	none	none	1
not given	4	2	none	not given	1	none	none
not given	none	none	none	not given	none	none	none
not given	none	none	none	not given	none	none	none
none	none	none	none	none	1	none	1
none	none	none	none	none	none	2	.....
2 referred to Sessions	none	none	none	none	1	3 referred to Sessions	none
2	none	none	1	none	1	none	5
none	none	none	none	none	none	none	1
1	1	none	none	7	1	3	none
not given	none	none	none	not given	none	none	2
not given	1	2	3	not given	3	2	9
not given	2	1	1	not given	3	2	3
1	1	none	none	2	none	none	none
not given	4	none	2	not given	none	none	1
1	1	1	none	none	1	1	1
none	1	2	1	1	3	none	none
not given	none	none	none	not given	none	none	none
not given	3	none	none	not given	none	3	2
not given	3	none	3	not given	2	1	4
not given	1	none	none	not given	none	none	none
none	1	1	1	none	1	none	1
not given	none	none	8	not given	none	4 referred to Sessions	7
none	2	none	1	3	2	2 traversed to	none
	3		1		1	Sessions	
					3		
not given	2 referred	none	none	not given	1 referred	1 referred	2
none	1	none	1	none	3	none	1
none	none	none	none	none	none	none	none
not given	1	none	1	not given	1	5	5
not given	5	2	2	not given	2	2	7
not given	1	3	5	not given	5	4	4
	Winter		Winter		Autumn		Autumn
not given	8	9	3	not given	7	.....	5
						Autumn	
not given	6	.....	5	not given	.....	6	.....
.....	61	25	44	.....	49	51	67

A RETURN showing the number of Civil and Criminal cases entered for trial at Cases tried, and the number of Remanets and Criminal causes left over at —*Continued.*

	NUMBER OF COUNTY COURT RECORDS WITHDRAWN.							
	SPRING.				FALL.			
	1870.	1871.	1872.	1873.	1870.	1871.	1872.	1873.
1								
2								
3								
4	none	none	1	none	2	7	none	3
5								
6							1	
7								
8								
9								
10								
11								
12								
13								
14	1	1	1	3	none	none	3	none
15	none	none	none	none	1	1 settled	none	none
16	none	none	none	none	1 postponed	none	none	none
17								
18	not given	none	5	1	not given	3	4	none
19								
20								
21								
22								
23								
24	not given	none	none	none	none	1	none	none
25								
26								
27	not given	none	none	none	not given	none	none	none
28								
29								
30								
31								
32								
33								
34	not given	1 referred		2	not given	1 referred	1 referred	1 3 referred
35								
36				3				
37			3			Autumn 16		Autumn 4
		3	Winter 1	5			Autumn 14	
		5	11	14		29	23	8

the several Assizes throughout Ontario since 1870, also showing the number of each Assize, distinguishing between County Court cases and Superior Court cases.

NUMBER OF SUPERIOR COURT RECORDS WITHDRAWN.

SPRING.				FALL.			
1870.	1871.	1872.	1873.	1870.	1871.	1872.	1873.
3	1	8	none	3	1	3	7
none	none	none	1	none	1	2	1
none	none	2	none	1	none	1 settled	none
1	1	none	none	none	none	*3	4
not given	1	none	1	not given	none	4	1
not given	none	none	none	none	none	3	none
not given	none	none	none	not given	none	none	none
none	none	2	1	none	none	none	none
none	2 referred	1 referred 2 withdrawn	2 referred	not given	none	none	1
			4				2 withdrawn 1 referred
	Winter 6	15	Winter 10		Autumn 20		Autumn 10
	4	Winter 10	24			Autumn 7	
	15	40	43		22	23	27

A RETURN showing the number of Civil and Criminal cases entered for trial at Cases tried, and the number of Remanets and Criminal causes left over at —*Concluded.*

	Number of Superior Court Cases put off on Application.							
	Spring.				Fall.			
	1870.	1871.	1872.	1873.	1870.	1871.	1872.	1873.
1								
2								
3								
4	none	none	none	3	1	1	none	2
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								
34								
35								
36								
37								
				3	1	1		2

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 13th March, 1874.

the several Assizes throughout Ontario since 1870, also showing the number of each Assize, distinguishing between County Court cases and Superior Court cases.

Remarks.
Spring, 1872.—1 Bench Warrant issued. Fall, 1872.—2 Criminal Cases left over till the next Assizes. Spring, 1873.—1 Superior Court Remanet left over till the next Assizes.
Fall, 1872.—1 C. P. and 1 B. R. Civil cases struck out. Spring, 1873.—3 B. R. Civil cases withdrawn. Fall, 1873.—1 Civil case C. P. referred.
Fall, 1873.—3 Bills for murder found against a woman in Lunatic Asylum, not tried.
Fall, 1873.—1 Criminal case *nolle prosequi* entered.
Spring, 1873.—7 Criminal cases untried, 1 for new trial. Fall, 1873.—7 left over to Spring Assizes as Remanets.
Fall, 1870.—2 no Bill (Criminal), 3 Bench Warrants issued. Spring, 1871.—2 traversed to Sessions, 3 prisoners do not appear. Fall, 1871.—2 traversed to Sessions, 1 left over to next Assize, 3 prisoners did not appear. Spring, 1873.—1 no Bill (Criminal), 1 left over to Fall Assize (Criminal).
Spring, 1870.—1 bound over (Criminal). Fall, 1870.—2 prisoners absconded. Spring, 1872. 1 County Court case not properly before the Court.

I. R. Eckart,
Assistant Secretary.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a Return showing the names of all Railway Companies which have not complied, either in whole or part, with the Conditions of Orders in Council, ratified by the House.

Presented to the Legislative Assembly, by command of His Excellency the Lieutenant-Governor.

By Command.

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 16th March, 1874.

RETURN showing the names of all Railway Companies which have not complied, either in whole or part, with the conditions of Orders in Council ratified by the House of Assembly.

Date of Order in Council.	Date of Alteration.	Date of Ratification.	Name of Railway.	Miles.	Rate per mile.	Gross Amount	Points.	Conditions not fulfilled.
					$ cts.	$		
1872 26th March.	1873 24th March.	1873 26th March.	Northern Extensions	14	4000 00	56000	Washago and Gravenhurst	Proof not furnished to the Lieutenant-Governor in Council, before 1st December, 1873, of a *bona fide* and sufficient contract for completion of works (exclusive of track-laying); also to release Midland Company from running powers between Orillia and Mundy's Bay.
1872 26th March.	1873 12th March.	1873 18th March.	Toronto, Grey and Bruce	22	2000 00	44000	Harriston and Wingham	Proof not furnished to the Lieutenant-Governor in Council, before 1st July, 1873, of contract for completion of works to Teeswater.
1872 25th March.	.....	..... Not ratified.	Midland Railway ..	33	2650 00	87450	Orillia to Mundy's Bay	Proof not furnished to the Lieutenant-Governor in Council, before 1st July, 1872, that running powers had been granted to the Northern Extensions Railway Company over this portion of the Midland Railway; also running powers to Grand Junction Railway over the whole line of Midland Railway from Lindsay, or point of junction, to Mundy's Bay.
1872 29th Feb.	.....	1872 29th Feb. ...	Montreal and Ottawa Junction	66	2000 00	132000	Ottawa and Boundary Line	Proof not furnished to the Lieutenant-Governor in Council, before 1st December, 1872, of contract for construction.
1873 24th March.	.....	1873 26th March.	Prince Edward County	32	2500 00	80000	G. T. R. and Picton	Proof not furnished to the Lieutenant-Governor in Council, before 1st December, 1873, of contract for construction.
1873 26th March.	.....	1873 28th March.	Credit Valley.	41½	2000 00 or 184 44 per an.	.....	Toronto to Brock Rd	Proof not furnished to the Lieutenant-Governor in Council, before 1st December, 1873, of contract for construction.
1873 26th March.	.....	1873 28th March.	Do	27½	2000 00 or 184 44 per an.	.....	Streetsville to Alton	

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a Return showing the names of all persons appointed to any office, either temporary or permanent, by the Government since January 1st, 1873, the dates of their several appointments, and the salaries or emoluments attached thereto.

Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 16th March, 1874.

TORONTO, 10th February, 1874.

Return to an Address to His Excellency the Lieutenant-Governor, praying that he will cause to be laid before the House a Return showing the names of all persons appointed to any office, either temporary or permanent, by the Government, since 1st January, 1873, with the date of their several appointments and the salaries or emoluments attached thereto.

A. CROOKS,
Treasurer.

Certified correct.
W. R. HARRIS,
Accountant.

TORONTO, 10th February, 1874.

SIR,—I am directed by the Treasurer to forward to you a Return to an Address to His Excellency for the names of all persons who have been appointed to the Treasury Department during the year 1873, together with the amount of salary paid them.

I have the honour to be, Sir,
Your obedient servant,
W. R. HARRIS,
Pro Treasurer.

The Hon. the Provincial Secretary.

PERMANENT.

William Smith, Provincial Officer, appointed April 1st, 1873. Salary, $800.

TEMPORARY CLERKS.

Municipal Loan Fund and Surplus Schemes. C. A. Brough, paid on account to 31st December, 1873, $550 00.
L. W. Ord, appointed 27th November, 1873; salary, $2 per diem.
John Alley, Municipalities Fund, 8 days, July, 1873; salary, $2 per diem.
E. A. Dickinson, temporary writer, 8 days, February, 1873; salary, $2 per diem.

RETURN of Persons appointed to any office, permanent

DEPARTMENT OF AGRICULTURE

Name.	Service.	Date of Appointment.	Permanent or Temporary.
DEPARTMENTAL.			
David Spence	Secretary of Immigration	Jan. 13, 1873	permanent
M. Wilson	First clerk Agriculture and Public Works.	May 15, 1873	do
Geo. T. Haigh	Immigration extra clerk	Jan. 1, 1873	temporary
R. M. Persse	do	Jan. 1, 1873	do
J. B. McLachlin	do	July 1, 1873	do
Robert McCallum	Draughtsman, Public Works		
EAST WING, PARLIAMENT BUILDINGS.			
Michael Power	Fireman	March 1, 1873	permanent
IMMIGRATION AGENTS, CLERKS, &c.			
H. A. MacLaurin	Immigration agent	July 1, 1873	permanent
A. E. Ashton	do clerk	May 1, 1873	temporary
Peter Jacobson	do interpreter	May 1, 1873	do
Peter Fleming	Immigration agent	Feb. 20, 1873	do
Peter Byrne	do	Jan. 1, 1874	do
David D. Hay	do	Dec. 24, 1873	do
C. S. Caltor	do	Dec. 31, 1873	do
Christopher Sheil	do	Oct. 29, 1873	do
Jeremiah Murphy	do	Dec. 18, 1873	do
George T. Denison	do	Nov. 7, 1873	do
John Dyke	do	Nov. 24, 1873	do
Christopher Extromer	do	Sep. 16, 1873	do
Sydney Robjohns	Immigration Secretary	July 14, 1873	permanent
A. M. Stephens	Immigration agent	April 30, 1873	temporary
James Sharpe	do	Mar. 15, 1873	do
S. G. Best	do	April 30, 1873	do
F. A. Foley	do	Jan. 1, 1874	do
Thomas McMurray	do	March 1, 1873	do
PUBLIC WORKS—ARCHITECTURAL.			
J. P. Wagner	Central Prison	Sep. 18, 1873	temporary
C. C. Banks	do	Nov. 1, 1872	do
James Clarkson	do	Nov. 1, 1873	permanent
John Hozack	do	Sep. 1, 1872	do
James Price	do	May 22, 1873	temporary
John McBean	do	May 22, 1873	do
Isaac Holden	London Asylum	May 1874	do
A. Dalgleish	Agricultural College	Dec. 1, 1873	do
D. McDonald	Blind Institute	Nov. 10, 1873	do
J. P. Wagner	do	Nov. 10, 1873	do
J. Henning	Agricultural College	June 1, 1873	do
C. M. Mercer	do	July 1, 1873	do
Henry McCandless	do	Aug. 1, 1873	permanent
James Stirton	do	Dec. 1, 1873	do
James Price	Normal and Model Schools Government House Forcing House Osgoode Hall repairs	July 1, 1873	temporary
Hugh Munro	Lock-up, Bruce Mines Kaministiqua River Saulte Ste. Marie Gaol Registrar's Office, Parry Sound Central Prison	July 1, 1873	temporary
W. Kauffman	Inebriate Asylum		

or temporary, from January 1st, 1873, to date.

PUBLIC WORKS AND IMMIGRATION.

Rate of Salary.	Per Term.	Other Fees or Emoluments.	Time in 1873 Served.	REMARKS.
$ cts.				
1200 00	per year...	none	11½ months	Rendered necessary through the increase of immigration work.
800 00	do	do	7½ do	*Vice* H. A. MacLaurin, appointed assistant immigrant agent at Quebec.
2 00	per day ...	do	2 do	From March 1st, employed in organizing Immigration Aid Societies, until he resumed his duties as chief immigration agent at Quebec, April 1st, 1873.
2 00	do	do	3 do	Transferred to agency staff at Quebec, April 1st, 1873, at $3 per day.
2 00	do	do	6 do	
.....	.....	.....	.....	Occasional service, during absence of regular draghtsmen—no cost to Department.
400 00	per year...	none	10 months	*Vice* C. A. McDonald, promoted to be messenger; *vice* Edwin Jenkinson, promoted to be 3rd clerk; *vice* R. L. Brydges, resigned.
150 00	per month	none	6 months	Promoted to be chief agent at Quebec, *vice* G. T. Haigh, resigned.
3 00	per day ...	do	8 do	On Quebec agency staff.
66 66	per month	do	4 do	Speaks English, French, German, and Norwegian.
486 66	per season	do	10 do	Dundee, Scotland.
125 00	per month	do	.....	Glasgow, Scotland.
125 00	do	do	.....	Scotland.
125 00	do	do	....	Liverpool.
125 00	do	do	... .	Dublin.
125 00	do	do	....	Cork.
500 00	do	do	.....	Special services, for limited time, covering all expenses.
125 00	do	do	.....	Liverpool agency.
125 00	do	do	.....	Agency for Switzerland.
910 00	per year...	do	.....	Secretary to London (England) agency.
100 00	per season	do	.....	Agent at Parry Sound.
100 00	do	do	.....	do Gravenhurst.
100 00	do	do	.....	do Rosseau.
100 00	do	do	.....	do Parry Sound, *vice* A. M. Stephens, resigned.
100 00	do	do	.....	do Bracebridge.
8 00	per day ...	none	3½ months	General superintendent of construction works.
125 00	per month	do	13 do	Superintendent of construction of machinery.
740 00	per year...	do	2 do	Engineer of heating and water supply.
35 00	per month	do	4 do	Fireman do do
5 00	per day ..	do	78 do	Measuring up work and materials—*re* Elliott's contract.
5 00	do	do	93 do	do do do
3 50	do	do	.....	Clerk of words for additions and repairs.
3 50	do	do	1 month	Clerk of works—previously appointed for other works, 1872.
8 00	do	do	10 days	Measuring and reporting on extra works—*re* Sutton's contract.
8 00	do	do	10 days	do do do
382 00	in all	do	6 months	Clerk of works and caretaker of buildings, &c.
300 00	per year...	do	6 do	Housekeeper—resigned, January 21, 1874.
2000 00	do	do	5 do	Principal, and professor of practical agriculture.
600 00	do	do	1 do	Bookkeeper.
3 50	per day ...	do	4 do	Clerk of works for additions and repairs.
4 50	per day ...	do	7 do	Clerk of works for first four, and measuring up Canada Car Company's contract on last item.
1892 68	in all	do	....	Architectural plans and specifications.

RETURN of Persons appointed to any office, permanent

DEPARTMENT OF AGRICULTURE, PUBLIC

Name.	Service.	Date of Appointment.	Permanent or Temporary.
PUBLIC WORKS—ARCHITECTURAL—*Continued.*			
Louis Hill	Inebriate Asylum	Aug. 1, 1873	temporary
D. C. O'Keefe, P.L.S.	do		
W. R. Strickland	Normal School, Ottawa		
F. J. Rastrick	do		
R. Sparks, P.L.S.	do		
George Taylor	Central Prison	April 15, 1873	temporary
George Hillam	do	Sep. 18, 1873	do
E. Stuart, P.L.S.	Lock-up, Bruce Mines		
PUBLIC WORKS—ENGINEERING.			
Wm. Little	Pigeon River, Scugog River, Young's Dam, &c.		temporary
James Smith	Sydenham River		do
Thomas Walters	Balsam River		do
Turner Koye	Portage du fort Bridge		do
A. N. Molesworth	Kaministiqua River		do
E. O'Flynn, P.L.S	Drainage		do
A. Davidson, P.L.S.	do		do
W. McMillan, P.L.S.	do		do
J. S. Wallis	Muskoka River		do

The Hon. the Commissioner of Agriculture and Public Works,
Province of Ontario.

TORONTO, March 4, 1874.

or temporary, from January 1st, 1873, to date.

WORKS AND IMMIGRATION.—*Continued.*

Rate of Salary.	Per Term.	Other Fees or Emoluments.	Time in 1873 Served.	REMARKS.
$ cts.				
3 50	per day ...	none	5 months	Clerk of works.
65 25	in all	do	.....	Surveys and plans of sites.
1000 00	do	do	.....	Architectural plans and specifications.
14 40	do	do	.....	do do
40 00	do	do	.....	Surveys and plans of sites
3 50	per day ...	do	8½ months	Clerk of works—originally appointed by Hon. J. Carling.
5 00	do	do	3½ do	Foreman of bricklayers—previously occupied as clerk of works.
30 00	in all	do	....	Surveys and plans of sites.
3 50	per day ...	none	9 months	Clerk of works—has been employed on different works for several years past.
2 50	do	do	27 days	Inspector of works.
3 50	do	do	4 months	Foreman in charge of men to finish works.
4 00	do	do	51 days	Inspector of works.
3 50	do	do	92 days	Inspector of works—dredging river.
5 00	do	do	.....	Raleigh and Tilbury drains superintendance—not yet completed.
5 00	do	do	.....	Somlra drains superintendance—not yet completed.
5 00	do	do	.....	West Nissouri do do (Mr. McMillan was first appointed by Hon. J. Carling.)
3 00	do	do	.....	Foreman of dredging works.

NOTE.—The only increase to the Departmental Staff since January 1st, 1873, is that of the Secretary of Immigration.

The net yearly increases in the salaries of the permanent and temporary staff of the Department have been :—

Year 1869 over 1868	$1,396 44
Year 1870 over 1869.....	1,291 75
Year 1871 over 1870	2,554 41
Year 1872 over 1871.....	290 74
Year 1873 over 1872.....	1,443 83

WM. EDWARDS,
Secretary Public Works.

DEPARTMENT OF CROWN LANDS,
TORONTO, 23rd February, 1874.

SIR,—I have the honour to transmit herewith, in reply to your letter of the 7th inst., a Return showing the names of all persons appointed to any office, either temporary or permanent, by the Government, since January 1st, 1873, with the date of their several appointments and salaries attached thereto, so far as the same relates to the Department of Crown Lands.

I have the honour to be
Your obedient servant,

THOS. H. JOHNSON,
Assistant Commissioner.

The Hon. the Provincial Secretary, Toronto.

EXTRA CLERKS IN THE DEPARTMENT.

Name.	Date of Appointment.	Office.	Salary.
W. R. Goulden	24th March, 1873	Extra clerk	$2 per day
S. C. Cornelius	5th April, left 5th Dec., 1873	do	do
C. P. Higgins	1st July, 1873	do	do
R. Ross	1st July, 1873	do	do
J. Cashman	1st October, 1873	do	do
G. W. Keegan	1st December, 1873	do	do
E. Leigh	20th December, 1873	do	do

WOOD RANGERS.

Name.	Date of Appointment.	Rate of Pay.
	1873.	
J. B. Turgeon	January 4th	$5 per day while on service, out of which they defray their own expenses.
C. W. Boland	do 30th	
W. Boucher	do 4th	
Thomas W. Lee	do 4th	
Wm. Hall	December 27th	
Thomas E. Johnson	do 19th	

LAND INSPECTIONS UNDER PROVINCIAL STATUTES 34 VIC., CH. 28, AND 35 VIC., CH. 22.

Name.	Date of Appointment.	Rate of Pay.
	1873.	
J. Malloy	9th January	$5 per diem while actually employed.
John Meyer	27th do	
B. Waterworth	13th February	
D. Mills	10th April	
James Burns	10th do	
James Manning	23rd do	
A. Shawe	25th do	
D. Scott	6th May	
R. Lobb	11th July	

SURVEYORS, &c.

1. A. P. Salter.—P. L. Surveyor in conjunction with C. F. Chapman, P. L. S., date 17th February, 1873, to ascertain whether any timber was cut on lands belonging to the Crown, not under license, on the north shore of Lake Huron. From the mouth of the French River to Sault Ste. Marie, rate of pay $4 per day.

2. A. P. Salter.—P. L. Surveyor, 17th February, 1873. To survey and subdivide the Township of Victoria, &c., into sections and quarter sections. Allowed for survey including plan and field notes ten cents per acre on the area surveyed.

3. A. P. Salter.—P. L. Surveyor, 5th March, 1873. To make survey of the block of land between the Township of Salter and Spanish River. Also to ascertain the areas of Islands at the mouth of Spanish River. Allowed for survey same as for survey of Victoria (2).

4. Joseph Wilson.—Crown Land Agent, 27th February, and 12th April, 1873. To make an examination of the improvements belonging to the Hudson Bay Co., at their several posts on Lakes Superior and Huron. Rate of pay to be $5.00 per day.

5. William Bell.—Provincial Land Surveyor, 10th April, 1873. To subdivide the reserve at the mouth of the Mattawan into Town and Park Lots. Allowed $6 per day.

6. Silas James.—Provincial Land Surveyor, 21st April 1873. To survey an exploring line from the Township of Chaffey to the mouth of the Mattawan River. Rate of pay $6 per day.

7. Henry Lillie.—Provincial Land Surveyor, 19th May 1873. To survey the Township of Nipissing. Allowed ten cents per acre on the total area.

8. Hugh Wilson.—Provincial Land Surveyor, 19th May, 1873. To survey the Township of Pic, Lake Superior. Allowed ten cents per acre on the total area surveyed.

9. A. B. Scott.—Provincial Land Surveyor, 22nd May, 1873. To survey part of the Township of Neepigon, Lake Superior. Rate allowed, 9 cents per acre on the total area surveyed.

10. A. B. Scott.—Provincial Land Surveyor, 22nd May, 1873. To survey part of the Township of Dorion, Lake Superior. Rate allowed, 9 cents per acre on the total area surveyed.

11. C. F. Chapman.—Provincial Land Surveyor, 22nd May 1873. To make an examination as to the character of the timber in the Townships of Jarvis, Anderson and Chesley, and to the north of the Townships of Palmer and Ryan. Pay $4 per day.

12. T. O. Bolger.—Provincial Land Surveyor, 23rd May, 1873. To subdivide the Township of Brown, Parry Sound District. Rate allowed, 8½ cents per acre on the total area of the township.

13. Quintin Johnstone.—Provincial Land Surveyor, 26th May 1873. To survey the Township of Plummer, Lake Huron. Rate allowed, 8½ cents per acre, on the total area surveyed.

14. J. J. Francis.—Provincial Land Surveyor, 31st May, 1873. To survey the Township of Oliver, Lake Superior. Rate allowed, 9 cents per acre on the total area of the township.

15. Alex. Wilkinson.—Provincial Land Surveyor, 26th June, 1873. To make an examination survey of lots 16 and 17, on the River Thames, in East Dover. Allowed $6 per day.

16. Robert Sparks.—Provincial Land Surveyor, 27th June, 1873. To survey lots 94, 95, 96, 96*a*, in concession B. Chapman, into Town Lots (town plot of Clarkeville). Rate of pay, $6 per day.

17. Hugh Wilson.—Provincial Land Surveyor, 14th July, 1873. To survey the Township of Sibley, at Thunder Cape. Allowed 10 cents per acre on the total area for the survey.

18. C. F. Chapman.—Provincial Land Surveyor, 7th August, 1873. To examine the surveys of the Townships of Plummer, Oliver, Dorion, Neepigon and Sibley. Allowed $5 per day.

19. William Bell.—Provincial Land Surveyor, 8th August, 1873. To survey the outlines of timber berths, 60, 61, and 44, north of Lake Huron. Rate of pay to be $6 per day.

20. F. F. Passmore.—Provincial Land Surveyor. To survey certain water frontage at Burlington Bay, Hamilton. Allowed $5 per day.

21. C. F. Chapman.—Provincial Land Surveyor. To make an examination of the surveys of the Townships of Brown, Carling, and part of Fergusson. Allowed $5 per day.

22. Thos. O. Bolger.—Provincial Land Surveyor, 1st November, 1873. To subdivide the Township of Burns. Allowed $8\frac{3}{4}$ cents per acre on the total area of the township.

No.	Person.	Office.	Road.	Date of Appointment.	Rate per day.	Temporary or Permanent.
					$ cts.	
1	Peter Vankleek	Overseer	Pembroke and Mattawa, Section No. 1	2 June	4 00	temporary
2	Charles Hudson	do	Hyde, Clute & Sanson's	4 August	4 00	do
3	Wm. Cook	do	Brunel	2 June	4 00	do
4	D. F. Burke	do	Monteith and Perry	1 June	4 00	do
5	Richard Young	do	Macaulay	1 June	4 00	do
6	J. D. Naylor	do	Cameron	24 July	4 00	do
7	David Kelly	do	Burleigh	14 August	4 00	do
8	John Kelly	do	Hyde, Clute and Frontenac	11 July	4 00	do
9	Joseph Watson	do	Frontenac	12 June	4 00	do
10	Charles Butler	do	Hastings	29 May	4 00	do
11	Henry Jackson	do	Oakley Bridge	11 June	4 00	do
12	Wm. Garvie	do	Pembroke and Mattawa Section No. 2	26 June	4 00	do
13	John Bangs	do	do Section No. 3	26 June	4 00	do
14	Robert Stewart	do	Northern—repairs	23 June	4 00	do
15	James Cunningham	do	Rousseau and Nipissing—repairs	15 July	4 00	do
16	John A McDonald	do	Muskoka	14 July	4 00	do
17	Dugald Brown	do	Muskoka and Peterson	11 July	4 00	do
18	John W. Webster	do	Opeongo, North	12 August	4 00	do
19	Wm. Carney	do	Northern, Great	2 August	4 00	do
20	Dugald Campbell	do	Junction No. 1	17 May	4 00	do
21	David McLaws	do	Rousseau and Nipissing, New	17 do	4 00	do
22	Amos G. Judd	do	Monk	21 do	4 00	do
23	Joseph Graham	do	Peterson, West	26 do	4 00	do
24	David Card	do	Buckhorn—repairs	20 do	4 00	do
25	Daniel Ostrom	do	Carlow	30 do	4 00	do
26	John S. Aylsworth	do	Mississippi—repairs	21 do	4 00	do
27	Richard Berford	do	Stisted	30 do	3 00	do
28	George Hunt	do	Muskoka and Bobcaygeon	28 June	3 00	do
29	J. R. Dawson	do	Mississipi—repairs	21 May	3 00	do
30	John Richards	do	Root River	8 July	3 00	do
31	John Hudson	do	Peterson, East	21 August	3 00	do
32	Harvey Smith	do	Flinton	3 June	3 00	do
33	R. Shannon	do	Addington	21 May	3 00	do
34	W. D. Mace	do	Loboro' and Bedford	21 May	3 00	do
35	Thomas Moore	do	Oso and Olden	28 May	3 00	do
36	G. F. Ewing	do	Danes Road	7 July	2 50	do
37	John Junkins	do	Bobcaygeon	7 August	2 50	do
38	Wm. Stratton	do	Base Line	9 July	2 50	do
39	Wm. Hurd	do	Junction No. 2	9 August	2 00	do
40	R. D. O'Brien	do	Victoria	5 August	2 00	do

COLONIZATION ROADS.—*Continued.*

No.	Person.	Office.	Road.	Date of Appointment.	Rate per day.	Temporary or Permanent.
					$ cts.	
41	Thomas R. Secord	Superintendent of T. B. Roads	Black Bay, Fort William, and Pigeon River	1 July	5 00	temporary
42	C. F. Aylsworth	Inspector of Roads and Bridges	East Division	1 April	5 00	do
43	C. B. Bridgland	do do	West Division	1 April	5 00	do
						do

DEPARTMENT OF CROWN LANDS,
TORONTO, February 16, 1874.

THOS. H. JOHNSON,
Assistant Commissioner.

LEGISLATIVE ASSEMBLY.

Name.	Nature of Employment.	Date of Appointment.	Permanent or Temporary.	Salary.	By Day or Year.
				$ cts.	
H. C. Otter, vice Eccles	Extra writer	7 January, 1874	temporary	2 00	per diem
P. A. Stewart, vice Gorrie	do	do	do	2 00	do
F. Holmer, vice Hetherington	do	do	do	2 00	do
C. Ridout, vice Thompson	do	do	do	2 00	do
C. Thompson, vice Sparrow	Page	do	do	75	do
E. H. Capp, vice Harrington	Messenger	do	do	1 50	do
M. Healy, vice Lyons	do	do	do	1 50	do
J. Simser, vice Fahey	do	do	do	1 50	do
F. Rogers, vice Juby	do	do	do	1 50	do
R. Gilpin, vice Kannan	Fireman	18 December, 1873	do	1 50	do
John O'Donnell	do	do	do	1 50	do
James Foley vice Simser	do	1 January, 1874	permanent	400 00	per annum
Matthew Brace	Messenger	2 February, 1874	temporary	1 50	per diem
Patrick Aylward	do	do	do	1 50	do

CLERK'S OFFICE, LEGISLATIVE ASSEMBLY OF ONTARIO,
February, 1874.

CHARLES T. GILLMOR,
Clerk Legislative Assembly.

(No. 57.)

Annual Report of the Council of the University College of Toronto.
(Not printed.)

ORDERS IN COUNCIL

RELATIVE TO THE

RAILWAY AID FUND.

Presented to the Legislative Assembly, by command of His Excellency the Lieutenant-Governor.

By Command,

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 17th March, 1874.

Copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, the Thirtieth day of December, A.D. 1873.

Upon a Report of the Hon. the Attorney-General, dated 27th December, 1873, the Committee of Council advise that, subject to the ratification of this Order in Council, by resolution of the Legislative Assembly, (in default of which ratification this Order in Council is inoperative,) the time allowed the Prince Edward County Railway Company by the Order in Council of 24th March last, for furnishing proof to the satisfaction of the Lieutenant-Governor in Council, of a *bona fide* and sufficient contract for the completion of the works (exclusive of tracklaying) on that portion of the Prince Edward County Railway between the Grand Trunk Railway and Picton, be extended to the first July next.

(Certified,) J. G. Scott,
Clerk, Executive Council, Ontario.

13th March, 1874.

Copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, the Sixteenth day of March, 1874.

The Committee of Council advise that, subject to the ratification of this Order in Council, by resolution of the Legislative Assembly, (in default of which ratification this Order in Council is inoperative,) the time allowed the Northern Extension Railways Company by the Order in Council of the 24th March, 1873, for furnishing proof to the satisfaction of the Lieutenant-Governor in Council, for the works (exclusive of tracklaying) on that portion of the Northern Extension Railway between Washago and Gravenhurst be extended to the first day of July next.

(Certified,) J. G. SCOTT,
Clerk, Executive Council, Ontario.

March, 1874.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the Sixteenth day of March, A.D. 1874.

The Committee of Council have had under consideration the memorandum of the Honourable the Treasurer, dated the 14th March instant, respecting the Norfolk Railway Company's application for aid from the Railway Fund.

The Committee advise that payment be authorized to be made to the said railway company out of the Railway Fund, to the extent of $2,000 per mile, or its annual equivalent of $194.40 for the period of 20 years from the first day of January, 1872, for the distance of the railway between the Town of Brantford and the Village of Port Burwell, on fulfilment of the conditions of the Railway Aid Acts, and upon condition that the company do, on or before the first day of December next, furnish proof to the satisfaction of His Excellency in Council of a *bona fide* and sufficient contract for the completion of the works of the railway, exclusive of track laying, for the said portion between Brantford and Port Burwell.

(Certified,) J. G. SCOTT,
Clerk, Executive Council, Ontario.

16th March, 1874.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor the Sixteenth day of March, A.D. 1874.

The Committee of Council have had under consideration the memorandum of the Honourable the Treasurer, dated the 28th day of February, 1874, with reference to the application of the Wellington Grey and Bruce Railway Company, that it may receive aid from the Railway Funds for that portion of their line of railway which lies between Palmerston on the main line and Wingham, being the unaided portion of the Southern Extension to Kincardine.

The Committee advise that, subject to the ratification of this Order in Council, by resolution of the Legislative Assembly, (in default of which ratification this Order in Council is inoperative,) payment be authorized to be made out of the Railway Subsidy Fund to the company of the sum of one hundred and ninety-four dollars and forty cents per mile for that portion of the line of the company's railway between Palmerston and Wingham, such sum to be payable by even half yearly payments of ninety-seven dollars and twenty cents each, on the 30th day of June and the 31st day of December in each and every year during the period of twenty years, to be computed from the first day of January, 1872, and to the full end thereof; and the Committee further advise that the said grant of aid be subject to the following conditions—that is to say:

First.—On condition that on or before the first day of July next, it shall be made to appear to the satisfaction of the Lieutenant-Governor in Council that the whole line of railway between Palmerston and Kincardine has actually come into the possession and control of the Company, and in operation by the Company's servants and agents, or by those of any other company duly authorized in that behalf by the Wellington, Grey, and Bruce Railway Company with all necessary and convenient station-houses and other facilities for the conveyance of the traffic of the district traversed, and that the arrangements for the operating of the road are such as will secure the continuance of these facilities.

Second.—On condition that His Excellency in Council may on or before the said first day of July next, direct that payment be made to the said company out of the Railway Fund (should the same become applicable thereto) at the rate of $2,000 per mile of the said portion of the railway, between Palmerston and Wingham, instead of the said annual mileage rate of one hundred and ninety-four dollars and forty cents, at the option of the Lieutenant-Governor in Council.

(Certified)

(Signed) J. G. Scott,
Clerk Executive Council, Ontario.

ORDERS IN COUNCIL

RELATIVE TO THE

RAILWAY AID FUND.

Presented to the Legislative Assembly, by command of His Excellency the Lieutenant-Governor.

By Command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 17th March, 1874.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, on the 17th day of March, 1874.

The Committee of Council advise, that subject to the ratification of this Order in Council by resolution of the Legislative Assembly, (in default of which ratification this Order in Council is inoperative,) the time allowed the Credit Valley Railway Company, by the Order in Council, of 26th of March, 1873, for furnishing proof to the satisfaction of the Lieutenant-Governor in Council, for the construction of the works (exclusive of track-laying) on that portion of the Credit Valley Railway, between Toronto and St. Thomas, *via* Galt and Woodstock, be extended to the first day of December next.

(Certified.)

J. G. SCOTT,
Clerk, Executive Council, Ontario.

17th March, 1874.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the 17th of March, 1874.

The Committee of Council have had under consideration the Memorandum of the Honorable the Treasurer, dated the 14th day of March instant, with reference to the application of the Midland Railway Company for grant of aid from the Railway Fund, for the portion of its line between Orillia and Midland Bay.

The Committee advise that subject to the ratification of this Order in Council, by resolution of the Legislative Assembly, (in default of which ratification this order in Council is inoperative,) payment be authorized to be made out of the Railway Subsidy Fund, to the Company, of the sum of two hundred and eighteen dollars and seventy cents per mile, for that

portion of the line between Orillia and Midland Bay, such sum to be payable by even half-yearly payments, of one hundred and nine dollars and thirty five cents each, on the thirtieth day of June, and the thirty-first day of December, in every year during the period of twenty years, to be computed from the first day of January, 1872, and to the full end thereof, or in one sum of two thousand two hundred and fifty dollars per mile, should His Excellency in Council see fit, and that such payment be made on fulfilment of the requirements of the Railway Aid Acts.

The Committee further advise, that (subject to ratification of this Order in Council as aforesaid) payment be otherwise authorized to be made to the Company in lieu of the first mentioned grant, at the rate of two hundred and fifty-seven dollars and fifty-eight cents per mile, of the said portion of their railway, by even half-yearly payments of one hundred and twenty-eight dollars and seventy nine cents, each payable as aforesaid, during the period of twenty years, to be computed from the said first day of January, 1872, and to the full end thereof, or in one sum, at the rate of two thousand six hundred and fifty dollars per mile, should His Excellency in Council see fit, upon condition that the Midland Company do, on or before the first day of July next, enter into an agreement, satisfactory to the Grand Junction Railway Company for the haulage of its freight and passenger cars, for through business, over the Midland Company's Line of Railway, from the Point Junction, at Lindsay, or south east of Lindsay, to Midland Bay, or upon terms to be settled by arbitrators to be appointed by the Lieutenant-Governor in Council, in case the two companies should fail to agree upon the terms of such arrangement.

The Committee further advise, that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length, on the fulfilment of the conditions of the said Act, as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council, of the existence of a *bona fide* and sufficient contract for the completion of the works on the remainder of the line between Orillia and Midland Bay.

(Certified.)
J. G. Scott,
17th March, 1874. *Clerk, Executive Council, Ontario.*

Copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, the Seventeenth day of March, A.D. 1874.

The Committee of Council have had under consideration the memorandum of the Honourable the Treasurer, dated the sixteenth day of March instant, with reference to the application of the Toronto, Grey, and Bruce Railway Company, for further aid out of the railway fund, and they advise that, subject to the ratification of this Order in Council, by resolution of the Legislative Assembly, in default of which ratification this Order is inoperative, payment be authorized to be made out of the Railway Subsidy Fund to the Company, of the sum of ninety-seven dollers and twenty cents per mile of that portion of the line of the Company's Railway between Orangeville and Owen Sound, such sum to be payable by even half-yearly payments of forty-eight dollars and sixty cents each, on the thirtieth day of June and the thirty-first day of December in each and every year during the period of twenty years, computed from the first day of January, 1872, and to the full end thereof; and the Committee further advise that the said grant of aid be subject to the conditions hereinafter mentioned.

The Committee further advise that (subject to the ratification of the Legislative Assembly as aforesaid) payment be authorized to be made to the Company out of the Railway Fund of a sum equal to two thousand dollars per mile for the whole distance of the Railway between Harriston and Teeswater, upon the route authorized by the Order in Council of the twelfth day of March, 1873, and that this provision be in lieu of that authorized by the said last-mentioned Order in Council; and the Committee further advise that the said grant of aid hereby authorized be subject to the following conditions:—

First. On condition that the Railway Company do, on or before the first day of September next, construct and completely finish, to the satisfaction of His Excellency in Council, the portion of the line of the Company between Harriston and Teeswater, with all convenient station-houses and other facilities for traffic, and do also make satisfactory proof to His Excel

ncy in Council that the arrangements of the Company for the operating of this portion of Railway are such as will secure continuance of these facilities to the district traversed by is part of the said railway.

Second. On condition that, on or before the first day of July next, it shall be made to pear, to the satisfaction of His Excellency in Council, that the line of railway between rangeville and Owen Sound is completely finished and equipped, with all necessary and conient station-houses and other appliances for the conveyance of the traffic of the district aversed by said line.

Third. On condition that His Excellency in Council may direct that payment be made the said Company out of the Railway Fund (should the same be applicable thereto), at the e of one thousand dollars per mile of the said portion of railway between Orangeville and ven Sound, instead of the said annual mileage rate of ninety seven dollars and twenty cents, the option of the Lieutenant Governor in Council; and the Committee further advise that l be also granted to the C mpany at the rate of two thousand dollars per mile, or the equient annual payments for that portion of the railway between Weston and Toronto, on proof a *bona fide* contract for the completion of the works being made by the first day of Septemr next.

(Certified) J. G. Scott,
Clerk, Executive Council, Ontario.

17th March, 1874.

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py of an Order in Council, approved by His Excellency the Lieutenant-Governor, the Seventeenth day of March, A.D., 1874.

The Committee of Council have had under consideration the application of the Canada uthern Railway Company, that it may receive aid from the railway fund for that portion their Branch line of railway which lies between St. Thomas on the main line and the River Clair.

The Committee advise that, subject to the ratification of this Order in Council by reution of the Legislative Assembly (in default of which ratification this Order in Council operative) payment be authorized to be made out of the Railway Subsidy Fund to the mpany of the sum of one hundred and ninety-four dollars and forty cents per mile for that ction of the line of the company's railway between St. Thomas and the River St. Clair, h sum to be payable by even half-yearly payments of ninety-seven dollars and twenty cents h on the 30th day of June, and the 31st day of December in each and every year, during period of twenty years, to be computed from the first day of January, 1872, and to the l end thereof; and the Committee further advise that the said grant of aid be subject to e following conditions, that is to say :—

1. On condition that on or before the first day of July next, it shall be made to appear to satisfaction of the Lieutenant-Governor in Council that the line of railway between St. omas and the River St. Clair, is actually in the possession and control of the company, l in operation by the company's servants and agents, or by those of any other company y authorized in that behalf by the Canada Southern Railway Company, with all necessary l convenient station houses and other facilities, and properly ballasted for the conveyance the traffic of the district traversed, and that the arrangements for the operating of the d are such as will secure the continuance of these facilities.

2. On condition that His Excellency in Council may direct that payment be made to said company out of the Railway Fund (should the same become applicable thereto) at rate of two thousand dollars per mile of the said portion of the railway, instead of the said ual mileage rate of one hundred and ninety-four dollars and forty cents, at the option of the eutenant-Governor in Council.

(Certified,)
J. G. Scott,
Clerk, Executive Council, Ontario.

h March, 1874.

ORDERS IN COUNCIL

RELATIVE TO THE

RAILWAY AID FUND.

Presented to the Legislative Assembly, by command of His Excellency the Lieutenant-Governor.

By Command,

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 17th March, 1874.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the nineteenth day of March, A.D. 1874.

The Committee of Council have had under consideration the application of the Hamilton and North-Western Railway Company, that it may receive aid from the Railway Fund for their line of railway.

The Committee advise that, subject to the ratification of this Order in Council, by resolution of the Legislative Assembly, (in default of which ratification this Order in Council is inoperative,) payment be authorized to be made out of the Railway Subsidy Fund to the company, of the sum of two hundred and forty-three dollars per mile for that portion of the line of the company's railway between Hamilton and Barrie, and between Clarksville in the Township of Tecumseth, and Collingwood Harbour, such sum to be payable by even half-yearly payments of one hundred and twenty-one dollars and fifty cents each, on the 30th day of June and the 31st day of December in each and every year during the period of twenty years, to be computed from the first day of January, 1872, and to the full end thereof; and the Committee further advise that in respect of forty-four miles of the said railway where the cost of construction will be exceptionally increased that the said grant be increased by the further sum of forty-eight dollars and sixty cents payable as aforesaid, and for the full period of twenty years as foresaid, and that such grant of aid be under and subject to the requirements of the Railway Act, and also to the following further conditions—that is to say:—

First.—On condition that the Company do on or before the first day of December next, furnish proof to the satisfaction of His Excellency in Council, of a *bona fide* and sufficient contract for the completion of the works of the railway, exclusive of tracklaying, for the said portions of their line of railway.

Second.—On condition that His Excellency in Council may direct that payment be made to the said company out of the Railway Fund (should the same become applicable thereto) at the rate of two thousand five hundred dollars per mile of the said portions of railway with the increased grant in respect of the said forty-four miles at the rate of five hundred dollars per

mile, instead of the said annual mileage rates, at the option of the Lieutenant-Governor in Council.

Third.—On condition that the said company agrees to enter into an arrangement at any time hereafter with any other railway company for the haulage of the passenger and freight cars for the through business of such last mentioned company, upon terms to be fixed by arbitrators to be appointed by the Lieutenant-Governor in Council, in case the said companies fail to agree thereupon.

And the Committee further advise that the payments hereby authorized be made in respect of each twenty miles of the said Railway, when fully completed and ready for the conveyance of traffic.

(Certified.) J. G. Scott,
Clerk Executive Council, Ontario.

Copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, the nineteenth day of March, A.D. 1874.

The Committee of Council have had under consideration the application of the Victoria Railway Company for aid under the Railway Fund Acts, and they advise that, subject to the ratification of this Order in Council by Resolution of the Legislative Assembly, (without which this Order is inoperative,) payment be authorized to be made to the said Company out of the Railway Subsidy Fund, of the sum of two hundred and ninety-one dollars and sixty cents per mile for that portion of the line of the Company's railway between Lindsay and the Bobcaygeon Road, *via* Fenelon Falls, such sum to be payable by even half-yearly payments of one hundred and forty-five dollars and eighty cents each, on the thirtieth day of June and the thirty-first day of December, in each and every year during the period of twenty years, to be computed from the first day of January, 1872, and to the full end thereof; and the Committee advise that the said grant of aid be subject to the requirements of the Railway Act, and also to the following conditions, that is to say :—

First. On condition that the Company do, on or before the first day of December next, furnish proof o the satisfaction of His Excelleney in Council of a *bona fide* and sufficient contract for the completion of the works of the Railway, exclusive of track laying, for the said portion of their line of Railway.

Second.– On condition that His Excelleney in Council may direct that payment be made to the said Company out of the Railway Fund, (should the same become applicable thereto,) at the rate of three thousand dollars per mile of the said portion of railway, instead of the said annual rate of two hundred and ninety-one dollars and sixty cents, at the option of the Lieutenant-Governor in Council.

Third.—On condition that the said Company agrees to enter into an arrangement at any time hereafter with any other Railway Company for the haulage of the passenger and freight cars for the through business of such last mentioned Company, upon terms to be fixed by arbitrators to be appointed by the Lieutenant-Governor in Council, in case the said Companies fail to agree thereupon.

And the Committee further advise that the payments hereby authorized, be made in respect of each section of the said railway, that is to say, between Lindsay and Fenelon Falls, and thence to the Bobcaygeon Road, when fully completed and ready for the conveyance of traffic.

(Certified,) J. G. Scott,
Clerk, Executive Council, Ontario.

19th March, 1874.

(No. 60.)

Return to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, copies of all rules, regulations and instructions, issued by the Council of Public Instruction for the guidance of Teachers, Trustees and Inspectors, and all other rules, regulations and instructions passed by the Council of Public Instruction for the purpose of carrying out the provisions of the School Law, and the dates when they were passed. *(Not printed.)*

(No, 61.)

RETURN to an Address to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House,—

1st. Copies of all correspondence between the Inspector of Schools for the County of Peel, to and from Dr Ryerson, Chief Superintendent of Education, or to any other person in the Education Office, at Toronto, relating to taking a number of lots from School Section No. 6, of Albion, and attaching the same to Union School Section, No. 13 Albion, and 20 King.

2nd. All correspondence in Dr. Ryerson's possession from the trustees of School Section No. 6, and 13 Albion and others (if any) relating to the same.

3rd. The Chief Superintendent's decision of the 7th of October and of the 18th of November respectively.

4th. All correspondence between the Inspector of Peel, Mr. McKinnon, to the Inspector of North York, Mr. Frotheringham, and Mr. Frotheringham to Mr. McKinnon, now in their possession, which has not been sent to the Education Office, including a protest signed by George Jones, and placed in Mr. Frotheringham's hands, as chairman of a meeting held last December at Bolton Village, also Mr. McKinnon's to any other person.

5th. All affidavits relating to the above now in Dr. Ryerson's possession, particularly sworn to between the 7th of October and the 18th of November; also, the affidavits since made and now in his possession.

6th. The said copies to commence at the 1st of September, 1872, and to end with this date. *(Not printed.)*

RETURN

Of Correspondence and Papers relating to the "North Grey Railway," subsequent to that printed in Sessional Papers of 1871-2.

By Command,

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 18th March, 1874.

Schedule of Correspondence and Papers relating to the "North Grey Railway."

1872.
May 9.—Petition of Municipal Council of the Township of St. Vincent, together with

1871.
Mar. 14.—Letter from F. Cumberland, to C. R. Sing, Meaford.
Mar. 8.—Copy of telegram from James Stewart, *et al*, to F. Cumberland.
Mar. 9.—Copy of telegram from F. Cumberland, to J. Stewart, Meaford.

1872.
Aug. 27.—Letter from C. R. Sing, to Hon. Provincial Secretary, enclosing,
June. 1.—Petition of the Municipal Councils of the several Townships of St. Vincent, Collingwood, and Euphrasia.
Oct. 2.—Letter from Acting Assistant-Secretary Eckart, to C. R. Sing, Meaford.
Oct. 2.—Letter from Acting Assistant-Secretary Eckart, to President of Company.
Oct. 2.—Letter from J. D. Edgar, to Hon. Provincial Secretary.
Oct. 3.—Letter from Acting Assistant-Secretary Eckart, to J. D. Edgar, Toronto.
Nov. 2.—Letter from J. E. Foreman, to Hon. Provincial Secretary.

To His Excellency, the Hon W. P. Howland, C.B., Lieutenant-Governor of the Province of Ontario, in Council assembled.

The Petition of the Municipal Council of the Township of St. Vincent, in Council assembled,

Humbly Sheweth :

That, whereas an agreement was verbally made by Frederick Cumberland, Esq., on behalf of the "North Grey Railway Company" with this Council, that one half of the Government grant, then about to be made in aid of the said Railway Company, should be paid to the three Townships of St. Vincent, Euphrasia, and Collingwood ; and whereas in further confirmation of this agreement a letter, (a copy of which is hereunto annexed, marked A,) was received from Mr. Cumberland, by C. R. Sing, Esq., Reeve of the Township of St. Vincent (copy letter) ; and whereas telegrams have been despatched to and from Mr. Cumberland, and certain members of the St. Vincent Council, (copies of which are hereunto annexed, marked B,) also further confirming the said agreement ; and whereas on the faith of the said agreement with the Railway Company, large bonuses amounting in the aggregate to $120,000, were voted by this and the other two townships, in aid of the said Railway.

Your Petitioners therefore pray that your Honourable Council will be pleased to withhold the payment of the Government grant to the "North Grey Railway Company," until such arrangements are made as will secure to the townships such portion of the grant as was promised and agreed should be paid over by the Company.

(Signed) C. R. Sing,
Reeve.

John Albery,
Township Clerk, St. Vincent, 9th May, 1872.

(Copy.)

Copy Letter marked A.

Orangeville, March 14th, 1871.

My Dear Sir,—In reply to your favour of the 4th, I beg explicitly to repeat the arrangements already arrived at with the representatives of the three townships, that in the event of any subsidy being granted to the "North Grey Railway" by the Government, half the amount thereof is to be divided between the Townships, *pro rata*, on the amount of their respective bonuses, and the other half to be appropriated to the Company in aid of the cost of the Railway. I had hoped that my verbal assurance of this would have sufficed, as I think it highly inexpedient that such an arrangement should in any way be made public, for in that event I feel confident that the Government would grant no subsidy at all.

You are at liberty to use this letter confidentially with the Councils of the Townships, but no further.

I am, my dear Sir,
Yours faithfully,
Fred. Cumberland.

To C. R. Sing, Esq.,
Meaford.

Telegrams (marked B.)

Copy of Telegram sent to F. Cumberland, Esq.

8th March, 1871.

By-law will be lost unless it can be distinctly stated that one-half of the Government grant will be paid to the Townships, and not the whole appropriated by Railway. We are about to hold meetings immediately. Answer by telegram at once, and write also.
In absence of Reeve and Deputy,

(Signed) James Stewart, *Councillor.*
(Signed) James Cleland, do.

Frederick Cumberland,
Toronto.

Telegram received from F. Cumberland.

March 9th, 1871.

By Telegraph from Bolton.

If there is any public discussion about dividing the subsidy, the Government will not give a shilliug to the road. The understanding is as you have stated it, and that ought to be relied on.

Fred. Cumberland.

To James Stewart, Meaford.

(Copy.)

Meaford, 27th August, 1872.

Dear Sir,—I enclose herewith a petition on behalf of the Townships of St. Vincent, Euphrasia, and Collingwood, respecting their proportion of the Government grant made to the N. G. R. R. Co., as agreed upon by the manager of the said Company with the municipalities, previous to their granting any bonus to that Company, and which was the basis on which aid was given by the municipalities.

Your obedient servant,
(Signed) C. R. Sing,
Reeve, St. Vincent.

Hon. Peter Gow,
Provincial Secretary, Toronto.

P. S.—I also enclose letter from Fred. Cumberland to me, dated 14th March, 1871 together with copy of telegram to Mr. C. from Messrs. Stewart & Cleland, and Mr. C.'s answer thereto.

C. R. S.

Memo.—The letter above-mentioned from Mr. Cumberland, together with copy telegrams to Mr. C. from Messrs. Stewart and Cleland, and Mr. Cumberland's answer thereto, are printed in the previous portion of this Return.

(Copy.)

To His Excellency the Honourable W. P. Howland, C. B., Lieutenant-Governor of the Province of Ontario, in Council assembled.

The Petition of the Municipal Councils of the several Townships of *St. Vincent, Collingwood*, and *Euphrasia*, in the County of Grey,

HUMBLY SHEWETH:

That whereas an agreement was verbally made by Frederick Cumberland, Esquire, on behalf of the "North Grey Railway Company," with the Council of the Township of St. Vincent, that one-half of the Government grant then about to be made in aid of the said Railway Company should be paid to the three Townships of St. Vincent, Collingwood, and Euphraisa; and whereas in further confirmation of this agreement, the letter hereto annexed was written by Mr. Cumberland to Mr. Sing, the Reeve of the Township of St. Vincent.

And whereas, certain telegrams have been despatched to and from Mr. Cumberland and some of the then members of the St. Vincent Council, (a copy of the telegram sent to Mr. Cumberland, and the original telegram received from him, marked respectively A. and B., being hereto annexed.)

And whereas, on the faith of the said agreement strong representations and assurances were made to the ratepayers of the said three Townships, that the half of the Government grant would be paid to the Townships, by which representations and assurances the ratepayers were mainly induced to vote the Company large bonuses, amounting in the aggregate to one hundred and twenty thousand dollars, in aid of the Railway.

Your Petitioners therefore pray that your Honourable Council will be pleased to withhold the payment of the Government grant to the "North Grey Railway Company," until such arrangements are made as will secure to the Townships such portion of the grant as was promised and agreed should be paid over by the Company, your Petitioners having reason to fear, from remarks made by certain parties connected with the Railway Company, that it is contemplated by the Company not to pay over the portion of the grant to the Townships as agreed upon. And your Petitioners will ever pray, &c., &c.

Dated 1st June, 1872.

[L. S.]	(Signed)	C. R. SING, *Reeve, St. Vincent.*
	(Signed)	JOHN ALBERY, *St. Vincent Township Clk.*
[L. S.]	(Signed)	NEIL MCCALMAN, *Reeve, Collingwood.*
	(Signed)	RICHARD RORKE, *Collingwood Township Clk.*
[L. S.]	(Signed)	JAMES PATERSON, *Reeve, Euphrasia.*
	(Signed)	ROBERT DUNLOP, *Euphrasia Township Clk.*

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 2nd Oct., 1872.

SIR,—Adverting to the petition forwarded by you on behalf of the Townships of St. Vincent, Euphrasia, and Collingwood, that the Government grant be not paid over to the N. G. R. Co. for reasons specified therein,

I have the honour to inform you that the "North Grey Railway Company" have been informed that any rights claimed by the townships must in some way be determined, before the Government can feel itself at liberty to pay over the amount of subsidy so claimed by these townships.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. Eckart,
Acting Assistant-Secretary.

C. R. Sing, Esq.,
Reeve, St. Vincent, Meaford.

(Copy.)

Provincial Secretary's Office,
Toronto, 2nd Oct., 1872.

Sir,—I am directed to call your attention to the accompanying copy of a petition of the Townships of St. Vincent, Euphrasia, and Collingwood, also copies of documents accompanying it from which it appears that Mr. F. W. Cumberland, under date 14th March, 1871, entered into an arrangement that half the amount of any subsidy that might be received from the Government, by the "North Grey Railway Company," would be divided between these three townships *pro rata*, the other half being appropriated to the Railway Company. In view of these representations I am further directed to inform you that any right claimed by the townships under the alleged arrangement must in some way be determined before the Government can feel itself at liberty to pay over the amount of subsidy so claimed by these townships.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. Eckart.
Acting Assistant-Secretary.

N. Barnhart, Esq.,
President, North Grey Railway Company, Toronto.

(Copy.)

Northern Extension Railway's Company,
Toronto, Oct. 2nd, 1872.

Sir,—The Honourable the Attorney-General suggested to the writer that on application to you, he could obtain copies of certain documents that have been officially laid before the Government on behalf of certain townships in the County of Grey respecting the portion of the Railway Fund granted to the "North Grey Railway Company," now the Northern Extension Railways Company, I beg therefore to request that I may be furnished at an early day with copies of such documents.

I have the honour to be, Sir,
Your obedient servant,
(Signed) J. D. Edgar,
Solicitor for N. Ex. Co.

The Hon. Peter Gow, M.P.P.,
Provincial Secretary, Toronto.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 3rd Oct., 1872.

SIR,—I have the honour to acknowledge the receipt of your letter of 2nd Instant, and to inform you, in reply, that copies of the petition of the Townships of St. Vincent, Euphrasia and Collingwood, respecting a portion of the grant to the "North Grey Railway Company," and papers having reference thereto, were forwarded yesterday to the President of that road. Should you also require copies, I shall be glad to furnish them.

I have the honour to be, Sir,
Your obedient servant,
(Signed) I. R. ECKART,
Acting Assistant-Secretary.

J. D. Edgar, Esq.,
Solicitor for Northern Extension Railways Company,
Toronto.

(Copy.)

NORTHERN EXTENSION RAILWAYS COMPANY,
TORONTO, 2nd November, 1872.

SIR.—I have the honour to acknowledge the receipt of your letter of the 2nd October, addressed to N. Barnhart, Esq., President of the "North Grey Railway Company," and having reference to the subsidy granted in aid of this railway, and am instructed to explain that the same would have received earlier reply but that the Directors were anxious of first communicating with the councils of the townships as to any arrangements to be made with them in regard to the subsidy to be paid to this railway from the Railway Aid Fund.

Until the receipt of your letter, the Directors were not aware that the townships had taken any action in the matter, as they had not, in any way, appealed to the Company upon the subject; nor had the Company communicated with them, as, pending the completion of the works, the time had not arrived for seeking the payment, or in any way dealing with the subsidy.

Consequent upon your letter, and in view of the fact, that the works of the line are now closely approaching completion, a deputation of the Board of Directors held a meeting on Thursday last, the 31st ultimo, with the Councils of the Townships of Collingwood, Euphrasia, and St. Vincent, at which meeting it was stated on behalf of the Company, but without prejudice to its legal rights, should it be necessary to appeal to them, that the present Company was prepared to recognize the understanding or arrangement entered into with the townships, as set forth in their Petition to the Lieutenant-Governor in Council, and, with that view, the following propositions were made:—

1. That the Company would give a Bond to each of the townships for its proportion of the subsidy, payable concurrently with the payments accruing under the township debentures, issued as bonus to the Railway, with interest half yearly, at the rate of 6 per cent. per annum.

2. That the Company would give a Bond to pay to each of the townships *pro rata*, such sum half yearly, as should be sufficient to meet the interest and sinking fund upon the debentures of the townships respectively, as aforesaid, until the same should be extinguished.

3. And in addition to these propositions, the Company were prepared to secure in either case, the guarantee of the Northern Railway Company of Canada, for the payment of the interest as the same fell due.

By either of these propositions the Company concede the claim made by the townships which would seem to be all that is sought by their petition; but the Company is nevertheless prepared to execute the necessary instruments immediately, and before receipt of the proportion of the subsidy in dispute. I am to state that the proposals of the Company are in complete fulfilment of the original understanding, inasmuch as that to the extent of half the sub-

sidy divided amongst the townships proportionately to their respective bonuses, the burden of the township taxation in aid of the railway will to that extent be wholly removed. Such a settlement moreover would have this *obvious* propriety, that it is entirely consistent with the object sought by the subsidy, viz :—to aid the construction of the Railway. Due to the immense rise in cost of all the elements entering into railway construction in excess of the estimate upon which the township bonuses were originally based, the Company would be in a position of great financial embarrasment, were it unable to command the immediate use of the full sum of the subsidy. This advantage, (under the proposals they now make,) they will receive—the object of the subsidy will be thus fulfilled, and yet the townships will receive all the advantages they sought in the original arrangement, by being wholly relieved of the burden of their railway bonuses to the extent of the *pro rata* distribution of the proportion of the subsidy to which they claim to be entitled.

As the Railway will, in all probability, be completed and ready to be opened for traffic in two weeks to the obvious advantage of these townships, I am to beg the favour of an early expression of opinion on behalf of the Government, whether the proposals of the Company are not just and reasonable, and such as the townships ought gladly to accept.

I am further to request that authority be forthwith issued to the Government Engineer, to examine and measure the Line from Collingwood to Meaford, with a view to determine the amount of the subsidy, and to the payment thereof, the works being in a complete state.

I have the honour to be, Sir,
Your obedient servant,
(Signed) JOHN E. FOREMAN,
Secretary.

To the Hon. the Provincial Secretary.

RETURN

Of Correspondence and papers relating to the application of the "Omemee, Bobcaygeon, and North Peterborough Railway Company," for aid.

By command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 18th March, 1874.

Schedule of Correspondence and Papers relating to the "Omemee, Bobcaygeon, and North Peterborough Railway."

1872.
May 1.—Memorial of Provisional Directors of Company.
Aug. 3.—Letter from Hon. Provincial Secretary, to Chairman of Company.

To His Excellency the Lieutenant-Governor, and the Executive Council of the Province of Ontario:

The memorial of the Provisional Directory of the "Omemee, Bobcaygeon, and North Peterborough Railway Company,"

RESPECTFULLY SHEWETH:

That a charter was obtained at the last Session of Parliament, for the construction of a Railroad between Omemee, in the County of Victoria, the Village of Bobcaygeon, in the same County, and other points north of those places.

That Omemee is at present an important station on the Midland Railway. By other lines of railroad, either now in course of construction or projected, Omemee will be brought into direct railroad communication with the three lake ports of Belleville, Bowmanville, and Port Hope, and will connect with the Ottawa, with Coburg, with Toronto, and with Georgian Bay.

That Bobcaygeon is the centre of a long inland navigation extending east and west, and possesses a large export trade in lumber and forest produce; it is the natural key to the extenterritory, which finds its outlet by the Bobcaygeon Colonization Road, and is not only the sive centre and market of a very large agricultural district, but is also the basis of lumbering operations conducted on the largest scale.

That the region to the north of Bobcaygeon is rich in mineral, and the products of the forest, and requires only the facilities of transport afforded by a railroad, to develope its large resources in cordwood, lime, minerals, lumber, &., &c. Railroad facilities will moreover lead to the settlement of the wild lands in the hands of the Crown, and render of great value lands that are now worthless. That the already mentioned Omemee, Bobcaygeon, and North Peterborough Railroad Company propose to give all other railroads joining or intersecting their line, the necessary powers to use the railroad on equitable terms. It is thus proposed

to offer the aforesaid powers to the "Bowmanville and Bobcaygeon Railroad Company," the "Midland Railroad Company," the "Cobourg and Peterborough Railroad Company," the "Grand Junction Railroad Company," and any other Company that in the future may find it desirable to use their line.

That the construction of the Omemee, Bobcaygeon, and North Peterboro' Railroad, and the grant of running powers to all railroads touching its line, will at once bring the large territory bounded by the Madawaska, the Muskoka, and Pigeon, and Sturgeon Lakes, into direct communication with the entire railway system of the Province of Ontario, thus affording to that territory a line of railway having the broadest possible basis, and the most numerous outlets practicable.

That in view of the important results that would follow upon the construction of such line, the Provisional Directors of the "Omemee, Bobcaygeon, and North Peterborough Railroad "Company" humbly pray that Your Excellency in Council will be graciously pleased, on the Incorporation of the said Company, to authorize the payment to the said Company, out of the Railway Fund, of such sum as to Your Excellency in Council shall seem meet, in aid of the said railway.

And your memorialists, as in duty bound, will ever pray, &c.

(Signed) CHARLES R. STEWART,

Chairman of the Executive Committee of the
Provisional Directors of the "Omemee, Bobcaygeon, and North Peterborough Railway."

Port Hope, May 1, 1872.

(Copy.)

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 3rd August, 1872.

SIR,—Owing to the illness of the clerk in charge of the railway papers, and the receipt of your memorial in his absence, it appears to have been mislaid and to have escaped attention.

By reference to the terms of the Railway Subsidy Act, you can ascertain whether the proposed line will come within the class that may be aided under the Acts of the Legislature; but no definite action can be taken by the Government till your Company is organized, and can submit a financial scheme showing the stock subscribed, bonuses given, bonds to be issued, &c., upon the receipt of which, the matter will be considered by the Executive.

I have the honour to be, Sir,
Your obedient servant,

(Signed) PETER GOW,
Secretary.

Charles R. Stewart, Esq.
Chairman Provisional Directors, "Omemee, Bobcaygeon,
and North Peterborough Railway Co.," Port Hope.

RETURN

f correspondence and papers relating to the application of the "Canada Central Railway Company," for aid, subsequent to that printed in Sessional Papers of 1871-'72.

By command,

C. F. FRASER,
Secretary.

ROVINCIAL SECRETARY'S OFFICE,
TORONTO, 18th March, 1874.

Schedule of Correspondence and Papers relating to the "Canada Central Railway."

72.
ar. 9.—Letter from the Hon. Provincial Secretary to President of Company.
ar. 11.—Letter from President of Company to Hon. Provincial Secretary.
ar. 13.—Letter from Hon. Provincial Secretary to President of Company, enclosing:
b. 28.—Copy of Order in Council.
ril 26.—Draft Agreement.
Draft Agreement.
ay 2.—Copy of Order in Council.
p. 4.—Letter from Acting Assistant-Secretary Eckart to President of Company.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 9th March, 1872.

SIR,—I have the honour to call your attention to the fact that under the recent Orders Council granting aid, provision is made for the execution of an agreement for running wers, in which the Canada Central Railway Company is interested.

I have to ask that that Company will, at its earliest convenience, forward a draft of the reement alluded to, for the consideration of the Government.

I have the honour to be Sir,
Your obedient servant,
(Signed) PETER GOW,
Secretary.

J. C. Abbott, Esq.,
President, Canada Central Railway Company, Montreal.

(Copy.)

MONTREAL, March 11th, 1872.

SIR,—I have the honour to acknowledge receipt of your letter of the 9th instant, refer- ng to recent Orders in Council, granting aid to the Canada Central Railway, and I beg to

say that I have not received a copy of the Order in Council, and was not aware of any co dition attaching to the grant which I saw mentioned in the telegraph communication in t newspapers.

I shall feel deeply obliged if you will direct that a copy of the Order in Council be fu nished to me, and I will take immediate steps to conform to its provisions.

I have the honour to be, Sir,
Your obedient servant,
(Signed) J. J. C. Abbott,
President, C. C. R.

Hon. Peter Gow,
Toronto.

(Copy.)

Provincial Secretary's Office,
Toronto, 13th March, 1872.

Sir,—I have the honour to acknowledge the receipt of your letter of 11th instant, a in accordance with the request contained therein, transmit herewith a copy of the Order Council, granting aid to the Canada Central Railway Company.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) Peter Gow.
Secretary.

J. J. C. Abbott, Esq.,
Montreal.

Copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, the twen eighth day of February, A. D. 1872.

The Committee of Council have had under consideration the application of the "Canad Central Railway Company," for aid under the "Act in aid of railways," and they advise tha subject to the ratification of this Order in Council by resolution of the Legislative Assembl payment be authorized to be made out of the Railway Fund to the said company, on the fu filment of the conditions of the said Act, of a sum equal to two thousand six hundred an fifty dollars per mile of that portion of the said railway between Sandpoint and Pembroke, o condition that the said company shall, before the first day of May next, agree by an instru ment embodying all proper details, and approved by the Lieutenant-Governor in Council, t do what may be necessary in order to give the "Kingston and Pembroke Railway Com pany," running powers over that portion of the said railway, lying between the point of approx imation near Douglas and Pembroke, on terms to be settled between the companies by th award of the majority of three arbitrators, one to be chosen by each company, and the thir by the two so chosen, or in case of disagreement, by the Lieutenant-Governor in Council, o making which award the arbitrators are to have regard to the amount of public aid grante to that portion of the said railway under this Order in Council.

The Committee further advise that payment be authorized in respect of any portion o the said railway, not less than twenty miles in length, on the fulfilment of the conditions o the said Act as to such portion, and on proof to the satisfaction of the Lieutenant-Governo in Council, of the existence of a *bona fide* and sufficient contract for the completion of th works on the remainder of the line between Sandpoint and Pembroke.

Certified,
(Signed) J. G. Scott,
C. E. C.

Executive Council Chamber,
28th February, 1872.

An Agreement made the 26th day of April, in the year of our Lord eighteen hundred and seventy two, between the "Canada Central Railway Company" (hereinafter called the Central Company) and the "Kingston and Pembroke Railway Company," (hereinafter called the Kingston Company).

Whereas the companies' parties hereto are authorized under the Acts relating thereto respectively, to construct their respective lines of railway to a point at or near the Town of Pembroke in the County of Renfrew, and in their said course approximate at or near the Village of Douglas, in the Township of Bromley, in the said County of Renfrew.

And whereas by an order of His Excellency the Lieutenant-Governor in Council dated the day of , made under the "Act in aid of railways," and confirmed pursuant to the Act amending the same by Resolution of the Legislative Assembly of Ontario, it was provided that the payment to be made the said Central Company out of the Railway Fund should be subject to the condition (amongst others) that the said Central Company should, before the first day of May next, agree by an instrument embodying all proper details and approved by the Lieutenant-Governor in Council, to do what might be necessary in order to give the Kingston Company running powers over that portion of the said Central Company, lying between the said point of approximation near the said Village of Douglas, and the Pembroke Terminus of the said Central Company, on terms to be settled by arbitration as in the said order mentioned.

Therefore, in pursuance of the said Order in Council, and for giving effect to the terms of said recited condition, it is hereby mutually agreed by, and between the said Canada Central Railway Company of the one part, and the said Kingston and Pembroke Railway Company of the other part, as follows that is to say:

1. On the completion by the Central Company of the portion of their railway lying between the said Village of Douglas, and such point at or to the South of Pembroke as shall be fixed upon by the said Central Company as their Pembroke Terminus, the Kingston Company and their officers and servants, from time to time, may run over, work and use the said portion of said railway with their engines and waggons of every description, and for the purpose of traffic of all kinds, and may use the stations, watering places, works, and conveniences connected therewith, the whole to such extent, in such manner, and upon such terms, stipulations and conditions, and upon the payment of such compensation, proportion of cost, and of expenses of maintenance, and of such tolls as may be agreed upon between the Central Company and the Kingston Company.

2. Failing such agreement, the extent, manner, terms, stipulations, conditions, and payments for and in respect of such running over, working, and using of the said portion of Railway, shall be such terms, stipulations, and conditions, and payments, as shall be determined by arbitration in the manner hereinafter provided.

3. The "Central Company" engages to so construct the said portion of their Railway, that in the event of the guage of the Railways of the said Companies being different, the "Kingston Company" may, by laying down a third rail, make the said portion readily available for the exercise of the running powers mentioned in the preceding clause.

4. In the event of "Central Company" failing to complete the said portion of Railway within the time contemplated by the said recited Order in Council, or becoming disentitled to the aid authorized thereunder, the "Kingston Company" shall be at liberty to apply to His Excellency the Lieutenant-Governor in Council for aid in respect of the said portion of the said line of Railway.

5. If the "Central Company" and the "Kingston Company" shall be unable to agree upon the foregoing matters, in which it is provided that arbitration shall be resorted to in case of disagreement, then unless both parties shall concur in the appointment of a single arbitrator, each party, on the request of the other party, shall nominate and appoint one disinterested person as arbitrator in their respective behalves, and these two shall choose a third, who shall likewise be a disinterested person, and the award of the said three arbitrators, or any two of them, shall be binding on both parties to the said submission.

6. In proceeding to arbitration, either of the Companies may give to the other party notice in writing, naming the arbitrator of the party desiring such arbitration, and requiring the other party to name an arbitrator on behalf of the party so served, as aforesaid, and setting out the matters upon which arbitration is required, and thereupon within thirty days after the service of such notice upon the party so required to name an arbitrator, as aforesaid,

such party shall name their arbitrator, and shall give notice thereof in writing to the party, requiring the said arbitration; and the said two arbitrators shall within ten days after the service of the said last mentioned notice, meet and choose a third arbitrator, and in case of disagreement the said third arbitrator shall be appointed by the Lieutenant-Governor in Council, and the said three arbitrators, or in case any of them refuses or fails to act, any two of them shall in writing appoint a time and place of meeting, to hear and determine the said matters so in dispute, and respecting which the parties cannot agree, as aforesaid, of which meeting both parties to the said reference, and in case the appointment is made by two of the arbitrators, the arbitrator who may not have joined in making such appointment, shall have at least ten days' notice in writing, and thereupon at the time and place so named and fixed, the said three arbitrators, or any two of them, shall proceed to hear the said parties, and shall determine the matter or matters so submittted, as aforesaid, and such award so made by the said three arbitrators, or any two of them, shall be binding on both parties.

7. The said notices and proceedings, up to the meeting of the said arbitrators, shall be a submission between the said parties, and as such may be made a rule of any of Her Majesty's Superior Courts for Ontario at Toronto.

8. Any such award so made, save only as to the point of junction of the said two Railways, if that be a matter so referred, shall extend in the first instance to the period of three years from the date thereof, and in subsequent instanees to periods of five years respectively; but for such time as any powers mentioned in the said award may have been exercised before the making of said award, in consequence of the time required to bring about the arbitration, the provisions of such award shall be taken as regulating all matters arising between the parties consequent upon the exercise of the said powers, up to the date of the said award.

9. At the expiration of the said first period of three years, if the said Companies cannot agree upon the terms, stipulations, conditions, and payments upon which the running powers hereinbefore mentioned shall be exercised, then the said parties shall proceed to fix such terms, stipulations, conditions, and payments, by arbitration, in the manner above provided, and so on from time to time for the period of five years only at any one time, so long as the said powers are required, and until such new award shall be made, the award preceding it shall be the rule and guide between the said parties.

10. In making any award upon the matters aforesaid the arbitrators thall have regard to the amount of aid granted to the "Central Railway," in respect to the said portion of Railway under the said recited Order in Council; and the said "Central Company" shall always be regarded as having the superior right to the said portion of Railway, as being the proprietor thereof, and as such to be awarded by such arbitrators a preferenee in case of conflict of running arrangements between the two companies.

11. The Companies, parties hereto, will respectively promote and consent to such application to the Legislature of the Province of Ontario, or of the Dominion of Canada, as may be necessary to make valid or to give effect to this agreement, and in the event of either Company omitting or refusing so to do, such Company shall cease to be entitled to any benefit of the said recited Order in Council, in respect of the said portion of Railway.

In witness whereof, the said "Canada Central Railway Company" and the said "Kingston and Pembroke Railway Company" have hereunto affixed their corporate seals.

(Signed) J. J. C. Abbott,
President, Canada Central Railway Company

Signed, sealed, and delivered
in presence of

The "Canada Central Railway Company," acting by the President and Secretary thereof under a resolution of the Board of Directors, duly made and passed at a meeting thereof, held at Ottawa on the day of hereby agree:—

That so soon as the "Kingston and Pembroke Railway Company" shall have completed their railway to the point of approximation with the "Canada Central Railway," east of the Town of Pembroke, near Douglas, the said "Canada Central Railway" Company will make such running arrangements with the "Kingston and Pembroke Railway Company" as respects

the portion of the "Canada Central Railway" lying between the said point of approximation and the Town of Pembroke as shall be settled between the companies, in default of an amicable agreement between them, by the award of the majority of three arbitrators, one to be chosen by each company, and the third by the two so chosen, or in case of disagreement, by the Lieutenant-Governor in Council; such arbitrbtors, in making such award, to have regard to the amount of public aid granted to the said portion of said "Canada Central Railway" under an Order in Council approved by His Excellency the Lieutenant-Governor the 28th day of February last.

Copy of an Order in Council approved by his Excellency the Lieutenant-Governor, the second day of May, A.D. 1872.

The Committee of Council have had under consideration an Instrument dated day of April, 1872, executed by the "Canada Central Railway Company," whereby the said company agrees to do what may be necessary in order to give the "Kingston and Pembroke Railway Company" running powers over that portion of the railway of the "Canada Central Railway Company" lying between the point of approximation near the Village of Douglas and Pembroke.

The Committee advise that the said agreement be approved by Your Excellency.

Certified.

(Signed) J. G. Scott,
Clerk, Executive Council, Ontario.

27th January, 1873.

(Copy.)

Provincial Secretary's Office,
Toronto, 4th Sept,, 1872.

Sir,—Referring to the agreement between your company and the "Kingston and Pembroke Railway Company," which was required to be executed by your company before the 1st of May, in order to comply with the Order in Council for aid to your company, I am directed to mention that upon reference to the "Kingston and Pembroke Company," reasons appear to exist why that company should be allowed further time for executing it on its part—the main reason being that it was requisite to obtain a revocation of one of the by-laws for a bonus which contains a condition against their agreeing to an arrangement for running powers from your company; and as your company will not in the meantime be prejudiced, it is hoped that it will not object to the necessary delay.

I have the honour to be, Sir,
Your obedient servant.
(Signed) I. R. Eckart,
Acting Assistant-Secretary.

J. J. C. Abbott Esq.,
President, Canada Central Railway Company, Montreal.

RETURN

Of Papers relating to the application of the "Ontario Central Railway Company" for aid.

By Command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 18th March, 1874.

Schedule of Papers relating to the "Ontario Central Railway."

1874.
February 11.—Letter from C. Draper to Honourable Provincial Secretary, enclosing:
March 11, '72.—Petition of C. Draper, Hon. J. Simpson, and others.

TORONTO, February 11th, 1874.

SIR,—I have the honour herewith to enclose the Petition of the promoters of the "Ontario Central Railway," which please lay before His Excellency the Lieutenant-Governor in Council. I enclose one of the Government maps, upon which is marked the route of the proposed railway. One upon a larger scale can be seen with Mr. Vance, Clerk of Private Bills.

I have the honour to be, Sir,
Your obedient servant,
(Signed,) C. DRAPER.

The Hon. C. F. Fraser,
Provincial Secretary.

Memo.

March 12th, 1874. Acknowledged.

(Copy.)

To His Excellency the Lieutenant-Governor, and to the Honourable the Executive Council.

The Petition of the promoters of the Bill for the incorporation of the "Ontario Central Railway Company,"

HUMBLY SHEWETH:—

1. That in consequence of the rapid increase in the production of lumber, cereals, minerals, &c., &c., of that vast country bordering on, and tributary to, the great bays and lakes connecting with Georgian Bay on Lake Huron, it has become of paramount importance as well as of local and Dominion interests, that more facilities should be afforded for quick and easy transit at the shortest points across Canadian territory, to connect the waters of Georgian Bay with Lake Ontario and the lower St. Lawrence, in order that Canada and Canadians may be the better able to control the carrying trade which justly belongs to them,

flowing from the Great North western possessions of this Dominion, enabling them also to compete successfully for a portion of the carrying trade of the North-western States of America, which now finds its way to Buffalo, and thence to New York *via* the Erie Canal.

2. That the route proposed for the construction of the "Ontario Central Railway," is the one best adapted to secure the objects above referred to, as will be seen by reference to the map of the country through which it is proposed to pass, it being twenty-one miles shorter than the Northern Railway line, now in operation from Toronto to Collingwood; and Port Whitby being thirty miles nearer to Montreal than Toronto, it will be seen that the proposed line when built will bring the St. Lawrence fifty-one (51) miles nearer Georgian Bay than *via* Toronto and Collingwood, thus enabling the "Ontario Central Railway Company" to become a more formidable competitor for the Western carrying trade, than any other line now in operation, or that can hereafter be constructed, the line proposed being the shortest points at which the Georgian Bay and Lake Ontario can be connected by rail.

3. That this proposed railway must, when completed, become one of the great national highways of the Dominion of Canada, and is therefore entitled to the favourable consideration of the Local and General Governments of this Dominion giving, as it will, direct and cheap ingress and egress to the North-western possessions of this Dominion, and also facilities for the exportation over Canadian territory and through the St. Lawrence, the products of the vast country tributary to it, building up, as it will, at the same time, the merchant marine interests of the Dominion.

4. That your Petitioners propose, immediately after the passage of the Bill now before the House, to organize the Company, and to proceed with the construction of the work, as soon as it is practicable so to do; but, in view of its being the intention of your Petitioners to ask the municipalities along the line of the proposed railway, to aid in its construction by way of bonus and otherwise, your Petitioners feel that it would greatly assist them in obtaining such aid, if Your Excellency in Council will be pleased to recognize the claims of your Petitioners to Government aid under "the Act in aid of Railways," and under the proposed Acts respecting the "Railway Fund and the Railway Subsidy Fund," when passed.

5. Your Petitioners therefore pray that Your Excellency in Council may be pleased to grant to your Petitioners, aid under the said Act, and under the said proposed Act, when passed, in respect to your Petitioners railway.

And your Petitioners, as in duty bound, will ever pray.

(Signed,) C. Draper, for self,
The Hon. J. Simpson,
The Hon. M. Cameron,
and other promoters of the Bill.

RETURN

)f Correspondence and Papers relating to the "Ottawa, Vaudreuil and Montreal Railway," subsequent to that printed in Sessional Papers of 1871-72.

By command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE.
TORONTO, 18th March, 1874.

chedule of Correspondence and Papers relating to the Ottawa, Vaudreuil and Montreal Railway."

872.

'eb. 29.—Letter from R. J. Reekie to Hon. E. Blake.
'eb. 29.—Letter from R. J. Reekie to Hon. Provincial Secretary.
larch 9.—Letter from Hon. Provincial Secretary to Vice-President of Company.
larch 14.—Letter from Vice President of Company to Hon. Provincial Secretary.
pril —.—Letter from E. T. Dartnell, Attorney for Company, to Hon. Provincial Secretary.
lay 10.—Letter from Acting Assistant-Secretary to E. T. Dartnell.

229, ST. JAMES STREET,
MONTREAL, Feb. 29th, 1872.

DEAR SIR,—I take the liberty of writing you relative to the address sent by Thomas Keefer, of Ottawa, to His Excellency the Lieutenant-Governor of Ontario, through you, respecting the "Ottawa, Vaudreuil and Montreal Railway Company's" application for aid.

I see that he has used my name unjustly and falsely in the said document, on page 8, Estimate No. 2, and I hope your Government will give me a chance to defend myself from such erroneous statements, that cannot be proved. In regard to the "list of shareholders," in the list furnished you, on page 7, it is not correct, inasmuch as I am not a shareholder in the concern, for I never signed my name in the Stock Book or gave my sanction to it. Others are situated in the same way.

The names of Mr. Jackson and Edward L. Betts (the latter of whom died lately) are in the list, although they are not shareholders, as they transferred their stock to the late Thomas Brassy some years age, and his trustees are owners of the said stock until they are paid, which I understand Mr. Keefer has not done, and will not do unless the line is carried out.

Yours respectfully,
(Signed) R. JAMES REEKIE.

Hon. Edward Blake,
President of the Council, Toronto.

229 St. James Street,
Montreal, February 29th, 1872.

Dear Sir,—I take the liberty of writing you relative to the address sent by Thomas Keefer, of Ottawa, to His Excellency the Lieutenant-Governor of Ontario, through you, respecting the "Ottawa, Vaudreuil, and Montreal Railway Company's" application for aid.

I see that he has used my name unjustly and falsely in the said document, on page 8, No. 2 estimate, and I hope your Government will give me a chance to defend myself from such erroneous statements that cannot be proved. In regard to the "list of shareholders" in the list furnished you on page 7, it is not correct, inasmuch as I am not a shareholder in the concern, for I never signed my name in the Stock Book, or gave my sanction to it. Others are situated in the same way. The names of Mr. Jackson and Edward L. Betts (the latter of whom died lately) are in the list, although they are not shareholders, as they transferred their stock to the late Thomas Brassy some years ago, and his trustees are owners of the said stock until they are paid, which I understand Mr. Keefer has not done, and will not do, unless the line is carried out.

Yours respectfully
(Signed) R. James Reekie.

To the Honourable Peter Gow,
Provincial Secretary, Toronto, Ontario.

(Copy.)

Provincial Secretary's Office,
Toronto, 9th March, 1872.

Sir,—With reference to the claim made by the "Ottawa, Vaudreuil and Montreal Railway Company," for a land grant, I have the honour to inform you, that in the opinion of the Government, the question that that Company suggests may be brought to the test of a judicial decision, under the "Act to provide for the institutions of suits against the Crown by petition of Right, and respecting procedure in Crown Suits," and to request you to consider the propriety of presenting a petition under its provisions.

I have the honour to be, Sir,
Your obedient servant,
(Signed) Peter Gow,
Secretary.

Thomas C. Keefer, Esq.,
Vice-President, Ottawa, Vaudreuil, and Montreal Railway Company.
Ottawa.

(Copy.)

Galt, March 14th, 1872

Sir,—I have the honour to acknowledge the receipt of your letter of 9th instant, with reference to the claim of the "Ottawa, Vaudreuil and Montreal Railway Company" to a land grant, and beg to thank you for the information therein conveyed.

On my return to Ottawa I will take the necessary steps for presenting the petition under the provisions of the Act referred to in your letter.

I have the honour to be, Sir,
Your obedient servant,
(Signed) Thos. C. Keefer,
V. P., Ottawa, Vaudreuil and Montreal Railway Company.

The Hon. Peter Gow, Provincial Secretary,
Toronto, Ont.

(Copy.)

L'Orignal, April, 1872.

In the Petition of the "Ottawa, Vaudreuil and Montreal Railway," versus *The Crown.*

Sir,—In accordance with the suggestion contained in your letter of 9th March, addressed to T. C. Keefer, Esq., V. P. of the above Company, I have the honour of enclosing herewith the Petition of the Company in respect of the right to land grants, claimed against the Crown, in order that same may be submitted to His Honour the Lieutenant-Governor for his consideration for his fiat, that right may be done thereon if he see fit.

I have the honour to be,
Your obedient servant,
(Signed) Edward Taylor Dartnell,
Attorney for the said Company.

The Honourable Peter Gow,
Provincial Secretary, Toronto.

(Copy).

Provincial Secretary's Office,
Toronto, 10th May, 1872.

Sir,—I have the honour to transmit herewith Petition of right in the matter of the "Ottawa, Vaudreuil and Montreal Railway Company," with the fiat of His Excellency the Lieutenant-Governor endorsed thereon, the receipt of which you will be good enough to acknowledge.

I have the honour to be, Sir,
Your obedient Servant,
(Signed) I. R. Eckart,
Acting Assistant-Secretary.

E. T. Dartnell, Esq, Barrister &c.
L'Orignal.

RETURN

Of correspondence and papers relating to the "Merrickville and Westport Railway," subsequent to that printed in Sessional Papers of 1871–2.

By Command,

C. F. FRASER,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 18th March, 1874.

Schedule of Correspondence and Papers Relating to the "Merrickville and Westport Railway."

1872.

March 28.—Letter from Chairman and Secretary of the Company, to Hon. Provincial Secretary.

April 6.—Letter from Acting Assistant-Secretary Eckart, to Chairman and Secretary of Company.

(Copy.)

MERRICKVILLE, 28th March, 1872.

SIR,—Agreeable with the suggestion of the Honourable the President of the Council, to a deputation from the "Merrickville and Westport Railway Company," at which interview the undersigned were present, we beg to hand you herewith a Memorandum of the present position of the Company, and trust that we may receive from your Government that fair consideration to which we feel, we are entitled having been among the first applicants for aid under the Railway Aid Fund Act.

1. In January 1871, we deposited with the proper officer at Toronto, a map of the projected Railway together with a book of reference and made application for a charter which was assented on the 15th day of February, 1871.

2. When the Railway Aid Fund Resolutions were being debated, the late Attorney-General then stated that the Rideau Canal would be considered inland waters. See Daily *Globe* Editorial.

3. At the time the Merrickville and Westport Railway Charter passed through the House, the then Member of the North Riding of Leeds and Grenville was informed by the Government, that said Road would be entitled to aid upon their complying with the terms of the Act.

4. That the late Attorney General, the Honourable J. S. Macdonald, in the following letter to H. Merrick, Esquire, the present member for the North Riding of Leeds and Grenville, renewed the above promise, viz :—

(Copy.)

St. Catharines, 5th April, 1871.

Dear Sir,—Your letter of the 29th ultimo reached me here. I take it that the road you speak of would be entitled to a share of the aid appropriation of last session, for railway purposes. I held the same opinion when the Bill was being put through our House.

Yours truly,

(Signed,) J. S. Macdonald.

H. Merrick, Esq.,
Merrickville.

We are quite satisfied that this railway would, as a commercial speculation, be a success, opening as it does a large tract of country, and in the western end, in the vicinity of Westport valuable mines and minerals. In the Township of Bastard there are iron, plumbago, mica, and phosphates. In the first, second, and third concessions of the Township of Burgess, those minerals are found to an almost unlimited extent, particularly phosphates, which are now worked by English and German companies. The iron mines at Newboro' are very extensive. There were 7,000 tons taken from there last summer. None of these can be worked in the winter, in consequence of there being no means of getting them away, and in the summer the ore has to be carted to the Rideau Canal, a distance of about six miles. In order to utilize these mines, a railway is absolutely necessary. In the Village of Westport there are two saw mills, cutting at present about three million feet annually. In the Village of Merrickville, there is a first-class water-power, and a large manufacturing business is carried on, there being now in full operation two flouring mills, one grey iron foundry and machine shop, one malleable iron foundry, wrench factory, snaith factory, tannery, saw mill, shingle mill, oatmeal mill, woollen factory, &c., &c.

All along the whole route there are a number of villages, and it passes through a good grain producing country, distant from the Grand Trunk Railway, at the nearest point, twenty-one miles, and at the most distant, thirty-five to forty miles.

We are prepared to raise, by way of bonuses from the different municipalities, $2,000 per mile, and are at present preparing by-laws to submit for that purpose, and feel satisfied that should the Government make us an appropriation of say $3,000 per mile, we would have no difficulty in getting a Company to accept these two amounts, and come under contract to complete our road. Having already expended no inconsiderable sum in getting plans, surveys, &c., and feeling that the completion of our road depends so much upon Government aid, we do not feel quite justified in further expenditure without receiving some encouragement from the present Government, and hope they will see fit to recognize our road as being entitled to aid, and pass an Order in Council in our favour, upon such conditions and for such an amount per mile, as they may think proper. Hoping they will exercise that fairness and liberality towards us as to amount and conditions, in consideration of our claims, which has characterized them since their accession to power.

We have the honour to be, sir,
Your obedient servants,
(Signed,) Samuel Jakes,
Chairman, Pro. Directors.
(Signed,) D. J. Hall,
Secretary.

To the Honourable Peter Gow,
Provincial Secretary, Toronto.

(Copy.)

Provincial Secretary's Office,
Toronto, 6th April, 1872.

Gentlemen,—With reference to your letter upon the subject of the "Merrickville and Westport Railway Company" of the 28th ultimo, I have to state that, so far as appears, no organization has taken place of the Company, although the Act of Incorporation was passed more than a year ago; nor is any financial basis exhibited upon which it would be possible

for the Government to act. Applications have been made to the Government on behalf of many Companies further advanced than yours, but, having regard to the large number of projected enterprises, to the limited amount appropriated for railway aid, and to the complications and difficulties that might ensue from the recognition of an enterprise so little advanced, the Government has been obliged to come to the conclusion that it was impossible to entertain the claim of any Company in such a condition. The other Companies to whom the Government have communicated this determination have proceeded to procure the subscription of their stock and complete their financial basis, proposing to renew their application as soon as substantial progress has been made in that direction and the line has been located and surveyed, and estimates based upon such survey obtained. It will be obvious to you that it would be impossible to make an exception in favour of any one railway, unless under the most exceptional circumstances, and the Government is unable to perceive any exceptional circumstances in the case of this enterprise, justifying a departure from the general rule.

I have the honour to be, Sir,
Your obedient servant,
I. R. ECKART,
Acting Assistant-Secretary.

Samuel Jakes, Esq., Chairman,
D. J. Hall, Esq., Secretary,
Provisional Directors, "Merrickville and Westport Railway
"Company," Merrickville.

(No. 68.)

TATEMENT of the affairs of the Ontario Mutual Life Assurance Company for the year 1873. *(Not printed.)*

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, Copies of papers, petitions, Engineer's report, and of all Correspondence referring to the improvement of the navigation of the Grand River.

Presented to the Legislative Assembly, by command of His Excellency the Lieutenant-Governor.

C. F. FRASER,

Secretary.

Provincial Secretary's Office,
Toronto, 19th March, 1874.

Department of Public Works, Ontario,
Toronto, February 24th, 1873.

The undersigned has the honor to submit for the consideration of His Excellency the Lieutenant-Governor in Council, the annexed petition of the "Haldimand Navigation Company," shewing that the works of the Haldimand Navigation Company "Limited" are composed of the larger portion of those formerly owned by the Grand River Navigation Company, incorporated in the year 1832; that these works extend from Cayuga to Brantford, a distance of about 32 miles on the largest river in Ontario, West of Ottawa, possessing water power and privileges second to none in the Province, and praying your Excellency to cause a sum of money to be placed in the estimates, sufficient to enable the Company to put the works in good repair, and inasmuch as the work is in the hands of a private Company, would recommend that the prayer of the petition be not granted.

All of which is most respectfully submitted.

(Signed) Arch. McKellar,
Commissioner.

To His Excellency
The Lieutenant-Governor in Council.

To His Excellency William Pearce Howland, C.B. Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR EXCELLENCY,

The petition of the undersigned, HUMBLY SHEWETH :—

1st. That the works of the Haldimand Navigation Company "Limited" are composed of the larger portion of those formerly owned by the Grand River Navigation Company, incorporated in the year 1832.

2nd. That the Grand River Navigation Company borrowed from the Town of Brantford a sum of money, and not being able to pay the sum when due, the Town of Brantford by order from the Court of Chancery got possession and entire control of the works. A receiver was appointed, who collected all the rents, tolls, &c., he could, spent as little as possible on repairs, and the consequence was, the almost entire destruction of said works, together with all the mills, factories, &c., erected thereon; the Town of Brantford refused to spend any more in repairs.

3rd. This was the state of things when, during the winter of 1870, and 1871, the property holders on the works formed a Company, applied for, and obtained a charter, (having an agreement with the Town of Brantford to the effect that the works would be surrendered as soon as the Charter was granted, and $10,000 of stock subscribed.)

4th. The stock was subscribed—the charter granted. Seventy-five per cent. of the stock has been called in and paid, *all the rents and tolls that have been since collected, together with the seventy-five per cent. of the stock,* have been (in less than two years) expended on the works, and still the company find they are far from being in a safe and satisfactory condition.

5th. There are five dams and five locks on the river, two of the dams and three of the locks have had no repairs done to them yet. The locks require new gates, a great deal of stone work and facing, and the whole of the channel is fast filling up for want of dredging.

6th. These works extend from Cayuga to Brantford, a distance of about 32 miles on the largest river in Ontario, west of Ottawa, possessing water powers and privileges second to none in the Province, capable of propelling double the amount of machinery at present in use, facts yet seemingly not known, or neglected.

From Cayuga to Port Maitland, there is deep water, navigable for lake schooners, which come to that port with coal, and return laden with grain, plaster, lumber, &c.

7th. Owing to the extent of these works, and the great necessity that exists for keeping them up, we pray your Excellency to cause a sum of money to be placed in the estimates, to be laid before Parliament, at the approaching session, sufficient to enable the company after expending the balance of their stock, to put the works in good repair, so that capitalists may have some security when they invest their money in erecting factories, &c., thereon, that it will not be lost for want of means to keep the work in repair.

8th. We base our Petition for aid on the fact, that Government has granted similar aid to railway companies, and to other works of the same nature, in order to assist in developing the resources of the country, and this enterprise is of as much importance to a large section of this Province as any railway can be.

9th. The navigation of this river is of great importance to the carrying trade between this Province and the United States, and with a renewal of reciprocity, would be one of the leading highways for passing grain to the lakes and ports of both the United States and Canada.

10th. Your petitioners therefore submit that this important work is worthy of your Excellency's serious consideration, and beg you will give it your kind attention, and by so doing

you will confer a lasting benefit on a large section of the Province. And your petitioners as in duty bound will ever pray.

(Signed) D. Thompson,
President H. N. Co.

(Signed) John Scott,
Warden Co Haldimand.

York, Co. Haldimand,
September 2nd, 1873.

Sir,—I have the honour to enclose a copy of resolution passed at a meeting of the Directors of the Haldimand Navigation Company, limited, held the 29th of last month.

I am Sir,
Your obedient servant,

(Signed) Adam A. Davis,
Secretary, H. N. Co.

Hon. A. McKellar,
Toronto.

(Copy.)

Moved by Alexander Taylor, and seconded by Colin Baker; Resolved, that the Secretary be instructed to write to the Honourable A. McKellar, reminding him of the promise made to the deputation (introduced by Dr. Baxter, M.P.P., from the Haldimand Navigation Company, "Limited" in February last) to send the Government Engineer to inspect the works on the Grand River, suggesting that the season for such inspection is fast passing away, and respectfully urging his attention to the same.—Carried.

(Signed) D. Thompson, *President.*
" A. A. Davis, *Secretary.*

Department of Public Works, Ontario,
Toronto, 10th February, 1874.

Sir,—In accordance with your instructions Mr. Holwell, C. E., of this Department, has made an examination of the Grand River navigation works, extending from Cayuga to Brantford, and I herewith submit the result of his observations. The village of Cayuga, which is at the head of the deep water navigation, caused by the Government dam at Dunnville, can be reached by schooners from Lake Erie, but from thence to Brantford the Grand River is obstructed by a series of shoals and rapids, and these, in forming the navigation, have been overcome, by the construction of a series of dams and locks, extending from Indiana to Brantford, which were intended, I believe, to give a navigation throughout, with a depth of four feet of water on the Mike sills of the locks, but from defects in construction, or perhaps from the gradual reduction in the water supply, there are some parts of the navigation where this depth is not obtained during the seasons of lowest water. The entire length of the navi-

gation from Brantford to Cayuga is about 37 miles, out of which 20 miles have a depth of water exceeding 7 feet 9 inches.

There are eight locks in all, five of these are between Indiana and Caledonia, and three are at or near Brantford. These locks were originally built of rubble stone masonry of a poor quality, the faces of the walls in the chambers being sheeted with planking to protect the stone work.

All the locks now are more or less in bad condition, and the following repairs are required at each.

Indiana Lock.—1 set of new gates, 2 new hollow quoin timbers, 4,000 feet B. M. sheeting, 400 feet crib timber, 8 cubic yards stone-work. Estimated cost of these repairs, $800.

York Lock.—2 sets new gates, 4 new hollow quoin timbers, 400 feet crib timber, 1,000 feet B. M. sheeting, 2 cubic yards stone work, dredging for about 900 feet in length below lock to a depth of 2 feet. Estimated cost of repairs, $3,000.

Millfield Lock.—This lock requires reconstruction throughout. Estimated cost, $20,000.

Seneca Lock.—This lock also requires entire reconstruction. Estimated cost, $20,000.

Caledonia Lock.—2 set of new gates, 4 new hollow quoin posts, 2 balance beams, 2,000 feet B. M. sheeting. Estimated cost of repairs, $1,200.

Brantford Lower Lock.—4 new hollow quoin posts, 4 new balance beams, 4,500 feet B. M. sheeting, 450 feet crib timber. Estimated cost of repairs, $700.

Brantford Middle Lock.—2 new hollow quoin posts, ½ wings at upper gates, 1 balance beam, 10,000 feet B. M. sheeting, 400 feet of crib timber. Cost of repairs, $700.

Brantford Upper Lock.—Same repairs as in middle lock. Cost of repairs, $700.

Dams.—The dams in connection with these works require the following repairs :

Mount Healy Dam.—850 feet of timber to rebuild pier, &c. Estimated cost, $500.

Spooner Dam.—This work was being repaired at the time of examination.

Taylor's Dam.—Some of this work has been shoved out of place and requires reconstruction. Assumed cost, $600.

York Dam.—120 feet of dam to be raised one foot, requiring 153 yards filling ; 920 feet of timber; 1,200 feet B. M. of 3 inch planking. Estimated cost, $560.

Millfield Dam.—195 yards filling ; 500 feet timber ; 8,640 feet B. M. 3 inch planking. Estimated cost, $650.

Seneca Dam.—250 yards filling; 3,000 feet timber ; 6,300 feet planking ; also 180 feet in length of embankment, 12 feet high. Estimated cost, $2,200.

Caledonia Dam.—Requires repairs in timber and planking which will cost under $200.

I have not sufficient details before me to say what the cost of repairs may be, which are required at the Brantford dams.

The summary of the repairs to locks and dams will be as follows :—

Cost of repairs and construction of locks.....	$47,100 00
" " to dams.....	4,710 00
Total, exclusive of the Brantford Dams.....	$51,810 00

These repairs would simply put things in order, in connection with the locks and dams, with the same depth on the mitre sills as they have at present ; but in order to give a four feet navigation throughout, from Cayuga to Brantford, some of the locks mentioned as requiring only repairs, would have to be rebuilt, and dredging would have to be done at various places along the route, the cost of which I cannot at present estimate. All the time of the construction of the Brantford navigation works, they were properly looked upon as forming a very

important means of access from Lake Erie to Brantford, and the district through which they were being constructed, but the extension and development of railways throughout the country since that time has made material changes in the modes by which the traffic of the country is now carried, and Cayuga, Indiana, York, Caledonia, Middleport, and Brantford, are all connected with or near to leading railways now in operation.

I have the honour to remain,
Your obedient servant.

(Signed) T. N. Molesworth.

York, February 21, 1874.

At a meeting of the Directors of the Haldimand N. Co. (L.), held this day, the following resolution was unanimously adopted :—

(Copy.)

"Moved by Mr. Martindale, and seconded by Mr. Baker, and Resolved, that this company enter their protest against the treatment they have received at the hands of the Ontario Government (as compared with other counties.)

"That the same be signed by the President and Secretary on behalf of the company, and forwarded to Dr. Baxter, M.P.P., to be presented by him to Hon. A. McKellar, Commissioner of Public Works. Carried."

A. W. Davis, Secretary, H. N. Co., (L.)

February, 1874.

Sir,—The undersigned beg most respectfully to protest against the treatment they have received at the hands of the Ontario Government, in respect to a grant or loan to be expended on the Grand River.

Many here have invested their *all* in mills, factories, &c. &c., on these works, and now with ruinous prospects staring them in the face, and means all expended. They have applied to a Government to which they have always given an unswerving support for assistance, which has been denied, while it has been extended to other counties in the Province for similar work, and to many railroads running through counties not so noted for attachment to Reform Governments as Haldimand has always been.

As was stated to you personally, assistance is not asked on any other grounds than that of necessity, and justice to our County. The income from rents alone at present is over $2,000 00 so that 5 per cent on $30,000 is at once guaranteed from rents payable half yearly. And the Haldimand N. Co. (L.) is ready to hand over the entire control to whoever may be appointed to receive the same. This expenditure we are satisfied would pay as well as bank interest, and be far more beneficial to the country.

The aggregate value of buildings, machinery, and on the dams here now, is over $100,000 which may next spring be left valueless by the freshet, and not the slightest prospect of any repairs except assistance can be had in the way of grant or loan.

We may be wrong, and hope we are, yet under the circumstances we cannot help thinking that if the support of the County of Haldimand was as doubtful as that of other counties, we would be differently treated.

With regard to the report and estimate of T. N. Molesworth, Esq., we know from actual observation that it is entirely wrong, and does not tally with the report made by that gentle-

man for the Town of Brantford, in the year 1867. In estimate No. 2 of 1867, he reports the cost of giving *Four* feet depth of water *including Excavations, Repairs of Locks* and *Reconstruction of Lock at Brantford*, at $44,664 73, while in this case, without any excavation without re-Construction of Lock at Brantford, it is for $51,810; and of this sum $40,000 is for two Locks alone, that only require the same repairs now they wanted in 1867.

We are convinced that $10,000 will put all the Locks on our Works in good order, and that $20,000 will secure the Dams, making a total of $30,000, the interest on which at 5 per cent. would be $1,500 yearly, leaving about $600 for collection and from rents alone, to say nothing of tolls and increased rents from other machinery. Hoping you will reconsider the matter and give the required help,

(Signed) D. Thompson, [Seal.]
President H. N. Co. (*L.*)

(Signed) Adam A. Davis,
Secretary H. N. Co. (*L.*)

Hon. A. McKellar, Commissioner of Public Works.

Department of Public Works, Ontario,
Toronto, 12th March, 1874.

Sir,—In a communication addressed to you by the President and Secretary of the Haldimand Navigation Company, they make objection to the correctness of a recent report made by me on the condition of the Grand River Works, and state that the estimated cost of re-construction and repairs does not tally with that given in a report made by me on the same works in 1867. I wish to reply in explanation that it is not at all likely that the works can be in the same condition as they were seven years ago, and even if they were, that the same class of work and materials required then would cost thirty per cent more if used now. With regard to the details of my recent report, the examination was made by Mr. Holwell, C.E., and he reports two of the locks as requiring entire re-construction. On this report I have estimated the cost of doing so, believing that most of the stones and all the timber required for the purpose would have to be purchased and brought from a distance, as little of the old material could be utilized. If the re-construction of these locks can be dispensed with, then the repair of the locks would not exceed the amount stated in the President's letter.

I have the honour to remain,
Your obedient servant,
T. N. Molesworth.

Hon. A. McKellar, Commissioner of Public Works.

RETURN

To an address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, Copies of all correspondence in reference to proposed improvements on the Nation River; also copies of reports on surveys, together with the cost thereof.

Presented to the Legislative Assembly by command of His Excellency the Lieutenant-Governor.

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 20th March, 1874.

Inkerman, Nov. 10th, 1871.

Dear Sir,—I am instructed by the Municipal Council of the Township of Mountain, County of Dundas, to ask of you the proper blank sheets and information necessary to apply to the Legislature for a proper survey of the Nation River to prove the practicability of deepening the same, to effect the drainage of the wet lands on either side of said stream situated in the County of Dundas, in accordance with the Upper Canada Drainage Act.

Hoping your reply soon.

I am, yours truly,
(Signed) Aiha Carrigan,
Township Clerk.

To the Honourable E. B. Wood,
Treasurer of the Province of Ontario.

15th November, 1871.

Dear Sir,—Last week I examined a part of the country between the St. Lawrence and South Nation with a view of making a cut from the St. Lawrence for giving the Nation a better water supply, and I am sending a party down at once to take the necessary levels, &c., and in connection therewith I wish to ascertain what the additional water supply required would amount to in gallons per diem of 24 hours for the mills in your neighbourhood, during the season when the water in the Nation falls short.

If you can give me any information on this subject approximately or otherwise, and in any way affecting this subject, I shall be much obliged, as the Commissioner is desirous of pushing the survey as rapidly as possible.

I am, dear Sir,
Yours truly,
(Signed) T. N. Molesworth.

Albert Hagar, Esq., M.P.,
Plantagenet.

WINCHESTER, 20th Nov., 1871.

DEAR SIR,—Yours of the 15th instant is at hand, in reply I have to say that there are no water mills here at present, the grist and saw mills formerly here having been burned down about three years ago, it was not considered worth while to rebuild, as there was not water for more than four months in the year on an average.

There has been no time within the last five months but what a person could walk across the river dry shod, on any of the rapids.

There are at present here a steam grist and saw mill, and a carding mill.

I am, Sir,

Yours very obediently,

(Signed) CHARLES T. CASSELMAN,

T. N. Molesworth, Esq. *P. M.*

PLANTAGENET MILLS,
21st November, 1871.

DEAR SIR,—I have just received yours of the 15th instant, and am very much gratified to find that your Department have now taken up in earnest the project of supplying the South Nation River with water from the St. Lawrence, when required. It is an improvement which I believe can easily be carried out, and at comparatively small outlay, and which would be of immense advantage to this whole section between the Ottawa and St. Lawrence. In reply to your query, "How many gallons of water per diem of 24 hours, the mills in this place would require, when the water in the Nation falls short?" I would not venture an estimate, as I am not engineer enough to calculate it, but my opinion is, that a canal or cut that would allow a stream of water, say 12 feet wide and 2 or 2½ feet deep, moving at the rate of two miles an hour, would supply, in connection with the Nation water, all that would be required in this locality with its present wants.

But I have no doubt that if a constant supply and steady water power could be assured, that mills and manufactories would largely increase, and thus a larger supply be required.

I would be very much obliged to you if you would let me know the result of your survey as soon as you ascertain it, as I am very much interested in it. I may say, in connection with this subject, that I think the whole river should be surveyed, especially this end of it, with a view of making some improvements to let off the surplus water in the Spring, which often causes considerable damage to the low but fertile farms along its banks.

Trusting soon to have a favourable report from you,

I am, dear Sir,

Yours truly,

(Signed) ALBERT HAGAR.

T. N. Molesworth, Esq.,
Department of Public Works, Toronto.

DEPARTMENT OF PUBLIC WORKS,
TORONTO, 2nd December, 1872.

Estimate of the cost of constructing a channel for water supply, from the St. Lawrence River along Humphry's and Black Creeks to the south branch of the Nation River.

Length of channel 55,400 feet; bottom width 10 feet; slopes for each excavation 1½ to 1 for rock, perpendicular; depth of excavation ranging from 5 to 31 feet.

1,128,430 cubic yards of earth excavation, at 25 cts.....	$282,107 00
76,814 " of rock " at $1...	76,814 00
Right of way, sluices, fencing, bridges, &c.	25,000 00
Cost of engineering and superintendence.....	5,000 00
Total estimated cost.....	$388,921 00

e bottom of this excavation would commence at a depth of 3 feet below the sur-ow water of the St. Lawrence River, and descend with a grade of one foot per ts outlet into the south branch of the Nation River.

I cannot recommend the prosecution of the work, on the ground that the cost would be largely in excess of the benefit to be obtained.

(Signed) T. N. Molesworth.

(Extract from Report of the Engineer, 16th January, 1873.)

Petite Nation River Surveys.

The annual freshets in the South Petite Nation River are the cause of much damage to the inhabitants occupying tracts of land affected by the flood waters in the Townships of Alfred, North and South Plantagenet, Winchester, Mountain, Matilda, Williamsburg and others, and the municipal councils of several of these townships have petitioned at various times for surveys to be made, to devise plans for lessening the evils caused by these periodical inundations.

Ascending the Petite Nation, the first serious obstruction is found at the Plantagenet Springs in the Township of North Plantagenet, this is known as the "Pitch off," and is a ledge of flat limestone rock, extending up the river with a dip up stream, forming a natural dam, which raises the water two feet higher than it would be if the ledge were removed. At this place during the spring freshets, the rocks cause the accumulation of logs and drift-wood, which increase the effect of the natural barrier, and dam the water back up stream to such an extent as to overflow and cause much damage to the level fertile lands on each side of the river as far up as Moose Creek.

The river at the "Pitch off" is about 300 feet wide, and the extent of the rocky barrier up and down stream is about the same, and it is proposed to cut a channel 100 feet in width through this to the same depth as the average bed of the river leading thence to Plantagenet dam, at the same time to render this work effective, a system of sluices becomes necessary at the dam, so that during the time of freshets the head can be lowered at that point. A survey, soundings, and levels have been taken at this part of the river and plans are being prepared to carry out these works.

From Moose Creek to the "High Falls" the banks of the river are high, it is deep, and its surface much below the level of the swamps in the surrounding country. Between the "High Falls" and Chesterville the banks are also generally high and no serious damage results from floods, but at Chesterville, where an old dam exists, the first of a series of shoals or bars occurs, and these obstruct the river at intervals for a distance of over 14 miles, causing a large quantity of back-water in heavy freshets, and resulting in a large amount of damage to the inhabitants of parts of the Townships of Winchester, Mountain, Matilda and Williamsburg, where a total area of 25,000 acres is affected by the periodical inundations, and between 30 and 40 miles of travelled roads annually obstructed by floods.

The shoals, which are in the form of ridges extending across the river with stretches of deep water between, are composed of clay, gravel and boulders which would be easily removed. These have been examined, and Mr. Holwell, C. E., has made a careful survey from below the dam at Chesterville for a distance of 14 miles up stream. The chief obstructions in this distance are the shoals at Chesterville dam, six between that and Gray's rapids; Gray's rapids shoal, and two between that and Barrigars' rapids; Barrigars' rapids shoal; Cases' bridge shoal; Medaugh's rapids; and five other shoals extending up stream as far as Brown's bridge, in all making 13,700 feet in length of river bed on these shoals which should be deepened. The excavations necessary for making a channel through the shoals from Chesterville to Brown's bridge, so as to lower the water surface four feet below its ordinary level will require the removal of 106,000 cubic yards of material, and I estimate the cost at $34,000, inclusive of engineering and superintendence. These works would be the means of materially relieving the inundations over the area examined, a considerable part of which is cleared, or bordering on the clearings of the inhabitants, and therefore the benefits derivable from the unwatering of these lands would be immediately felt throughout the district.

I have the honour to be, Sir,
Your obedient servant,
Thos. N. Molesworth.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House, a return of all the correspondence between the Government and Mr. Stone, his Attorney and Agents, and all correspondence between the Government and its Solicitors and Agents, at Guelph, relating to the Agricultural Farm at Guelph, except as to the title; also all other correspondence between the Governments and any other person, in reference to the said Farm.

Presented to the Legislative Assembly, by command of His Excellency the Lieutenant-Governor.

C. F. FRASER,
Secretary.

Provincial Secretary's Office,
Toronto, 21st March, 1874.

SCHEDULE OF PAPERS.

1873.

April 10. Letter from Hon. Commissioner of Public Works to Messrs Guthrie, Watt and Cutten, Guelph.
May 5. Letter from Messrs. Guthrie, Watt and Cutten to Hon. Commissioner of Public Works.
May 8. Letter from H. A. McLaurin to Messrs. Guthrie, Watt and Cutten.
June 13. Letter from Messrs. Guthrie, Watt and Cutten to Hon. Commissioner of Public Works.
June 16. Letter from Hon. Commissioner of Public Works to Messrs. Guthrie, Watt and Cutten.
Aug. 8. Letter from Messrs. Guthrie, Watt and Cutten to Hon. Commissioner of Public Works.
Aug. 11. Letter from Hon. Commissioner of Public Works to Messrs. Guthrie, Watt and Cutten.
Sept. 10. Telegram from Messrs. Guthrie, Watt and Cutten to Hon. Attorney-General.
Sept. 20. Telegram from J. G. Scott to Messrs, Guthrie, Watt and Cutten.
Sept. 22. Telegram from Messrs. Guthrie, Watt and Cutten to J. G. Scott.
Sept. 22. Telegram from Messrs. Guthrie, Watt and Cutten to J. G. Scott.
Sept. 22. Telegram from J. G. Scott to Messrs. Guthrie, Watt and Cutten.
Sept. 22. Telegram from Frederick William Stone to Hon. Attorney-General.
Sept. 22. Telegram from A. Lemon to Hon. Attorney-General.

Sept. 24. Telegram from A. Lemon to Hon. Attorney-General.
Sept. 26. Telegram from A. Lemon to Hon. Attorney-General.
Sept. 27. Telegram from A. Lemon to Hon. Attorney-General.
Sept. 27. Telegram from A. Lemon to Hon. Attorney-General.
Sept. 29. Letter from J. G. Scott to D. Guthrie, Guelph.
Oct. 1. Telegram from J. G. Scott to Messrs. Guthrie, Watt and Cutten.
Oct. 1. Letter from Messrs. Guthrie, Watt and Cutten to Hon. Attorney-General.
Oct. 1. Letter from D. Guthrie, Guelph, to J. G. Scott.
Oct. 4. Letter from Messrs. Guthrie, Watt and Cutten to Hon. Attorney-General.
Oct. 14. Letter from Messrs. Guthrie, Watt and Cutten to Hon. Commissioner of Public Works.
Oct. 15. Letter from M. Wilson to Messrs. Guthrie, Watt and Cutten.
Dec. 2. Letter from William Edwards to J. G. Scott.
Dec. 23. Letter from J. G. Scott to Messrs. Guthrie, Watt and Cutten.
Dec. 26. Letter from Messrs. Guthrie, Watt and Cutten to Hon. Attorney-General.

Department of Public Works, Ontario,
Toronto, April 10th, 1873.

Gentlenen.—I beg to acknowledge the receipt of your letter of the 9th instant, and in reply, have to request that you will investigate the titles to the lands proposed to be purchased from Mr. Stone, of the Town of Guelph, for the Agricultural College and Model Farm; and that you will report thereon to me at your earliest convenience.

I am, Gentlemen,
Yours very truly,
(Signed) Archibald McKellar,
Commissioner.

Messrs. Guthrie, Watt and Cutten,
Solicitors, &c., Guelph.

Guelph, Ontario, 5th May, 1873.

Sir,—*Re* Agricultural College Property—We have almost completed our investigations into the titles of the various lots comprising this property, and hope to be able, within a few days, to report them satisfactory.

We have the honour, &c.,
(Signed) Guthrie, Watt & Cutten.

Honourable Archibald McKellar,
Commissioner of Public Works, &c., Ontario.

Department of Public Works, Ontario,
8th May, 1873.

Gentlemen,—I have been instructed by the Honourable Mr. McKellar to acknowledge the receipt of your note of the 5th instant, relating to the Agricultural College property, and to request you to send the papers referring to the same, to the Honourable the Attorney-General.

I have the honour to be, Gentlemen,
Yours truly,
(Signed) H. A. McLaurin.

Messrs. Guthrie, Watt & Cutten,
Barristers, &c., Guelph, Ontario.

GUELPH, ONTARIO, 13th June, 1873.

SIR,—Mr. Shiton has informed us that you would send us instructions in regard to the removal, by Mr. Stone, of the manure from Moreton Lodge Farm.

Be good enough to inform us what you wish us to do in the matter.

We remain Sir,
Your obedient Servants,

(Signed) GUTHRIE, WATT & CUTTEN.

Honourable Archibald McKellar,
Commissioner of Public Works, &c., Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO.
16th June, 1873.

GENTLEMEN,—In reply to your letter of the 13th instant, respecting Mr. Stone and the Moreton Lodge Farm matter, as this case has been submitted to the Honourable Mr. Mowat, it is presumed that he will communicate to you the instructions therein called for.

A lot of Agricultural Implements were left at the Railway Depôt here, on Saturday last, for conveyance to Guelph; would you kindly get some one to take charge of them, and stow them away.

I have the honour to be, Gentlemen,
Your most obedient Servant,

(Signed) ARCHD. McKELLAR,
Commissioner of Public Works and Agriculture.

Messrs. Guthrie, Watt & Cutten,
Barristers-at-Law, Guelph, Ont.

GUELPH, ONTARIO, August 8th, 1873.

DEAR SIR,—We are in receipt of your letter of the 6th instant. We attended Mr. Stone and demanded immediate possession of College Buildings, which he refused. He said that he wanted the whole business closed at one time, and, that as there was but one point not cleared up in connection with the title, that he would like you to wait a week or ten days, until he could receive that piece of evidence which he desired from England. If you should not determine to wait, you will please send us a copy of the agreement with Mr. Stone; and also a copy of Mr. Stone's offer mentioned in the agreement, and we will then take the necessary steps to procure possession of the buildings, &c.

Yours, &c.,

Honourable A. McKellar, (Signed) GUTHRIE, WATT & CUTTEN.
Commissioner Agriculture, Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO.
11th August, 1873.

GENTLEMEN,—In reply to your letter of 8th instant, as Mr. Stone refuses to give possession of the Buildings as he agreed to do, according to his Contract with me on the 31st March last; and as the Buildings are now required for immediate use, I beg to enclose you a copy of the agreement as requested, but his offer to sell, I am not at present able to lay my hands upon, I will however send it to you as soon as it is found. In the meantime, I wish you to take vigorous steps to get possession of the Buildings. I have no desire to put Mr. Stone to any expense or inconvenience, but the buildings must be had, and he must bear the expense of any delay caused by him, should such delay occur.

I have the honor to be, Gentlemen,
Your most obed. Servt,

(Signed) ARCH. McKELLAR,
Commissioner of Public Works & Agriculture.

Messrs. Guthrie, Watt & Cutten,
Barristers, &c., Guelph.

Telegram from GUTHRIE, WATT & CUTTEN.

GUELPH, September 10th 1873.

To Hon. O. Mowat,
Attorney-General.

Description of Agricultural College Lands not yet received.

Telegram from J. G. SCOTT, Attorney-General's Office.

TORONTO, September 20th, 1873.

To Guthrie, Watt & Cutten, Guelph.

Your draft of conveyance, Agricultural Farm, returned by this afternoon's post. Mr. McKellar's absence prevented this before. He is expected back to-night, and will go up to Guelph on Monday evening, if possible, with cheque to close matter. Get everything completed and ready.

Telegram from GUTHRIE, WATT & CUTTEN.

GUELPH, September 22nd, 1873.

J. G. Scott,
Attorney-General's Office.

Mr. Lemon will telegraph you after consultation with Stone.

Telegram from GUTHRIE, WATT & CUTTEN.

GUELPH, September 22nd, 1873.

To J. G. Scott,
Attorney-General's Office.

Mr. McKellar had better not come up to-night ; Mr. Stone goes down to morrow to see Attorney-General and him.

Telegram from J. G. SCOTT, Attorney-General's Office.

September 22nd, 1873.

To Guthrie, Watt & Cutten, Guelph.

Cannot business be transacted here without Mr. McKellar. He must go up this afternoon on way to London, meet him at train, and answer this.

Telegram from FREDERICK WILLIAM STONE.

GUELPH, September 22nd, 1873.

To Attorney-General Mowat.

Mr. McKellar being absent, I will meet you both next Monday, at eleven (11), please answer.

Telegram from A. LEMON.

GUELPH, September 22nd, 1873.

To Hon. O. Mowat.

Mr. Stone will meet you and Mr. McKellar at your office, Tuesday morning, 10-30., instead of his coming here, please answer.

Telegram from A. LEMON, GUELPH.

Sept. 24th, 1873.

To Hon. Mowat,

Cannot Stone meet Mr. McKellar and you Monday. He is dissatisfied with survey and other matters.

Telegram from A. LEMON, GUELPH.

Sept. 26th, 1873.

To Attorney-General.

Please advise if Mr. McKellar will meet Stone as proposed.

Telegram from A. LEMON, GUELPH.

Sept. 27th, 1873.

To Attorney-General.

McKellar Telegram being produced, remand till Thursday, Stone will be down on Monday at eleven, as formerly arranged. My to-day's despatch withdraw.

Telegram from A. LEMON, GUELPH.

Sept. 27th, 1873.

To Hon. Attorney-General.

Forcible possession having been taken of Stone's House, proposed Agricultural Farm, during last night, he will not come to Toronto Monday, without you personally request him. Answer.

TORONTO, 29th September, 1873.

MY DEAR GUTHRIE,—Mr. Mowat forgot to mention anything respecting the two men who were up before the police court. It is presumed of course that no further proceedings will be taken against them, but it would be as well to see that there is no misunderstanding in this respect. I presume that all the Police Magistrate will require is a statement that the whole matter arose out of a misunderstanding as to the position in which the purchase was, it being conceived by the Department of Public Works that the sale was in such a position that they were entitled to take possession of these lands. I presume there will be no necessity of discussing either the absence of *animum furandi*, or any other legal question.

Yours truly,

(Signed) J. G. SCOTT.

Donald Guthrie, Esq., Barrister, Guelph.

Telegram from J. G. SCOTT,—Attorney-General's Office.

1st October, 1873.

I presume there is no occasion for Hall or Stark appearing, in *re* Stone matter, if there is, telegraph Captain Prince at once.

To Guthrie, Watt & Cutten, Guelph.

GUELPH, 1st October, 1873.

SIR.—*Re* Agricultural College Farm—The conveyance was duly executed last evening, and $74,500 of the consideration money paid to Mr. Stone. The deed was registered this morning. We have received the key of the house, and will deliver it to Professor McCandless.

We are, Sir,

Your obedient servants,

To the Hon. O. Mowat, (Signed) GUTHRIE, WATT & CUTTEN.

Attorney-General, Toronto.

GUELPH, ONTARIO, 1st October, 1873.

MY DEAR SCOTT.—We will arrange for Policemen's discharge by County Crown Attorney, on behalf of prosecution, acknowledging that the men had authority.

Deed registered and the celebrated key is now in my hands.

I may as well render my account I suppose.

Yours truly,

(Signed) DONALD GUTHRIE.

GUELPH, ONTARIO, 4th October, 1873.

SIR,—*Re* Model Farm Property—We forward to-day to you by express the following Deeds, &c.

1. Conveyance, F. W. Stone and wife to Her Majesty the Queen.
2. Deed Fessant to Hon. A. McKellar.
3. Deed, Canada Company.
4. Deed, Gibson to Stone.
5. Copy satisfaction price or certificate, Tuson *vs.* Richardson.
6. Letter Lemon and Peterson to William Richardson, and reply of latter endorsed.

We are, Sir,

Your obedient Servant,

(Signed) GUTHRIE, WATT & CUTTEN,

To the Hon. O. Mowat,
Attorney-General, Toronto.

GUELPH, ONTARIO, 14th October, 1873.

DEAR SIR,—We are about getting Mr. Stone to transfer the policies of assurance on the buildings on the Agricultural College Farm to the Government, and at the suggestion of the Hon. the Attorney-General, who was here to-day, we write to ask in whose name it has been customary to effect the Insurance on Government Buildings. The policies are in a first class Company, "The Wellington Mutual." Upon receipt of your reply, we will see to having the transfer perfected. While the alterations are going on, we suppose it will be well to pay for a "Carpenter's Risk."

Your obedient servants,

(Signed) GUTHRIE, WATT & CUTTEN.

TO Hon. A. McKellar,
Commissioner of Public Works, &c., Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
15th October, 1873.

GENTLEMEN,—I am directed by the Hon. Mr. McKellar to acknowledge the receipt of your letter of the 14th instant, respecting transfer of policies of assurance on the buildings, on the Agricultural College Farm, from Mr. Stone to the Government; and to state in reply thereto, that the insurance had better be effected in Mr. McKellar's name.

Mr. McKellar concurs in your opinion that it would be well to pay for a "carpenter's" risk, while the alterations are going on.

I have the honour to be, Sir,

Your most obedient servant,

M. WILSON.

Messrs. Guthrie, Watt & Cutten,
Guelph, Ontario.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, 2nd December, 1873.

DEAR SIR,—I am directed by the Hon. Mr. McKellar to send you the enclosed account, $409.58, received from Messrs. Guthrie, Watt & Cutten, of Guelph, for examination.

Yours obediently,

(Signed) WILLIAM EDWARDS,
Secretary.

G. Scott, Esq.,
Attorney-General's Department,
Toronto.

TORONTO, 23rd December, 1873.

GENTLEMEN,—The Commissioner of Agriculture has referred your account with reference to the Model Farm to this Department for consideration. A great many of the charges made, for instance those with reference to preparation of deed, the cost of abstract, procuring evidence of title, and copies of documents relating to the title, properly belong to the vendor, Will you explain with reference to this, and kindly send for perusal here a copy of your letter of 9th April last to the Commissioner, and his letter of the 10th of same month—the latter will be returned at once.

Your obedient servant.

(Signed) J. G. SCOTT.

Messrs. Guthrie, Watt & Cutten,
Barristers, &c., Guelph.

GUELPH, December 26th, 1873.

SIR,—In reply to the letter from your Department of the 23rd instant, we would say, we find that we have not kept a copy of our letter of the 9th April last to the Commissioner of Agriculture, but we now enclose herewith his letter of the 10th April.

The explanation with reference to the charges for abstracts, &c., that you think should be made to the vendor is this, Mr. Stone absolutely refused to be at the expense of any abstracts or other expenses whatever connected with the investigation of his titles, saying that the Government must take his title as it was or leave it. He would throw up his bargain rather than go to any expense. He also asserted that he made it a part of his bargain that all expenses for investigation of titles &c., should be borne by the Government, and that at any rate his titles were perfect. We understood that the Government desired to avoid delay and get possession of the buildings at once, and as Mr. Stone persisted in his refusal, and it would have involved the trouble, delay and expense of a Chancery suit to compel him, we considered it the better course to procure and prepare the abstracts at the expense of the Government.

We have, &c., Yours, &c.,

(Signed) GUTHRIE, WATT & CUTTEN.

The Honourable O. Mowat,
Attorney-General,
Toronto.

BINDING SECT. AUG 2 3 1967